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**Bargain  
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Inside!**

## Shabby Chic Polo

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**FEATURING:** 6 built not bought rides, and 1 bought not built R35!

**234MPH** Top Secret GT-R



Retro-fresh E21 BM



EP3 Type R on air



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**MORE STUFF:** US and Jap car culture, Autosport and 100% Tuning shows, product tests and reviews



**#366**



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Our past two cover cars have been a Liberty Walk-kitted Audi R8 and a Dragon Performance 997 Turbo. Both epic cars in their own right, but not exactly budget friendly. Because of this, we've decided to balance the books with some awesome home-built cars in this issue, ones that prove money doesn't have to be limiting factor in your build.

This month's cover car is a case in point. The builder of the car, Jon Dryer, has used his imagination rather than his credit card to gain respect and by doing some clever wheelin' and dealin' (quite literally) he's managed to kerb the cost even more.

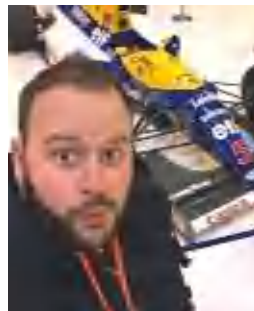
Modifying doesn't have to be expensive, and if you still don't believe us, check out our bargain mods feature over on page 32. It's amazing what you can get for a tenner (especially in Thailand - Midge)!

On the other side of the coin (or should we say chequebook?), we have Smoky Nagata's Top Secret R35, that Lewis Petrie has brought in to the country. A build where no expense has been spared, that resulted in a 234mph top speed run. A truly incredible car.

Right, that's all from me until next month, where we'll be bringing you a tech special that'll feature a bonus section on modified hybrids, and guides on the future of stance, tuning and audio! But before we look into the future, let's embrace the present. Enjoy the mag...

Big Love, *Jules*

## RANDOM SELFIES FROM TEAM FAST CAR THIS MONTH...



**SLIM JULES**  
EDITOR

"I've already reached my annual exercise goal, simply by walking around Autosport.."

Sixteen years in publishing including a spell as a pap, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner up, Race National B Licence holder.  
[jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk)



**MIDGE**  
CONTRIBUTING EDITOR

"Hello, you've reached Midge's voicemail. Please leave a message after the tone. Beeeeep."

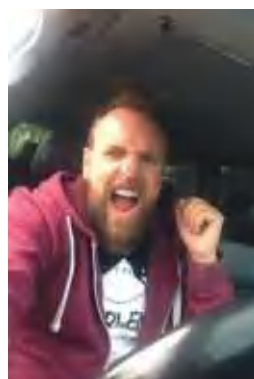
Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars and has a degree in pottery.  
[james.burr@kelseymedia.co.uk](mailto:james.burr@kelseymedia.co.uk)



**INITIAL G**  
ART EDITOR

"This month I was mostly surrounded by tuned Hondas at TDI North, VTEC kicked in yo!"

Thirty years of design experience (he used to chisel stuff out of stone), champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.  
[graham.morecroft@kelseymedia.co.uk](mailto:graham.morecroft@kelseymedia.co.uk)



**GLENDA**  
WEBSITE EDITOR

"Yeeeeees! I can finally show off my scene beard I've been growing for 2-years!"

Social media guru, Gumballer, IMIAL Level 2 Mechanic, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.  
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## THE EXTENDED FC FAMILY:

**Stavros** The Tuning Guru  
**David Nettleship** Advertising Man  
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**Little Sarah** Marketing Maestro  
**Dan Pullen** Camera King

**Kevve.be** Belgian Snapper  
**Chris Wallbank** Amazing Tog  
**Damo Hall** Super Sub  
**Jon Davies** Show Shooter  
**Jarkle** Writer Extraordinaire  
**Dan White** Super Sub The 2nd

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Ever wondered what your Nan's curtains would look like as door cards? Wonder no more! Welcome to Shabby Chic-style.
- SEAT IBIZA** **024**  
There's not many SEATs as good as this one and there's even less packing 500bhp!
- HONDA CIVIC** **036**  
This EP3 Type R was bought as a runabout while the owner finished his main project. Christ knows how good that one is!
- VW GOLF** **074**  
You'd be forgiven for thinking this Mk3 has come all the way from California, it's actually from Chelmsford.
- BMW 3 SERIES** **084**  
This retro fresh E21 is dapper by name and dapper by nature.

## BOUGHT NOT BUILT RIDE

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- POSTERS** **057**  
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## Meet of the Month

# Cruise Culture

Going into 2016, the show season calendar is now starting to fill up pretty fast with a show somewhere around the UK (and beyond) every weekend. But for the people of South Wales, it's a long road trip, sometimes across the length and breadth of Great Britain to attend a show... until now!

Hosted at the Carmarthen Show Ground, Cruise Culture, hosted by Cruise Swansea, is a relatively new show, now going into its 3rd year. Along with the Top 50 cars and club stands, there was a live DJ smashing out the tunes, a limbo competition and a car sound off. Despite the unfortunate weather, it was not enough to put people off with a huge number of peeps on the day still

willing to clean their cars even in the rain - and there was an upside to this with trophies on offer. The lucky winners were: Best Install - Stew Knight (EP Civic Type-R), Best Wheels - Michael Bedford (SI4a on Works Wheels), Best Club-stand Car - Nicolas Rooney (VTEC powered Mk2 Escort), 3rd Runner-Up - Aaron Harrison (Volvo C30), 2nd Runner-Up - Liam Carroll (Nissan Cube), 1st Runner-Up - Simon Whiteway (Mazda RX7) and Car of Show - Luke Billing (Carbon Mini Turbo).

With plans well underway for 2016, check out the Cruise-Culture Facebook page to keep up to date with the latest news and announcements for dates!



*S2000 with Club Tropicana themed wing*



## Europe's biggest Japanese car show just got bigger!

That's right people, Japfest has got so big the organisers have had to move the show from the compact, quaint Wiltshire venue... to the legendary Silverstone! A venue finally worthy of the show's huge status.

They'll be no more horrendous queues, muddy car parks (fields) or narrow lanes. Just full-on international F1 venue facilities and we can't wait.

Of course, we will be there with our traditionally awesome stand, showcasing the best past, present and future feature cars. We will also be selling magazine subscriptions and merchandise at show-exclusive prices and Initial G might even do a poster signing session. This will be a Jap day to remember, not forget!

So make sure you get your arses to Silverstone on 24th of April! See you there. For more info and discounted advanced tickets hit: [www.japfest.co.uk](http://www.japfest.co.uk)



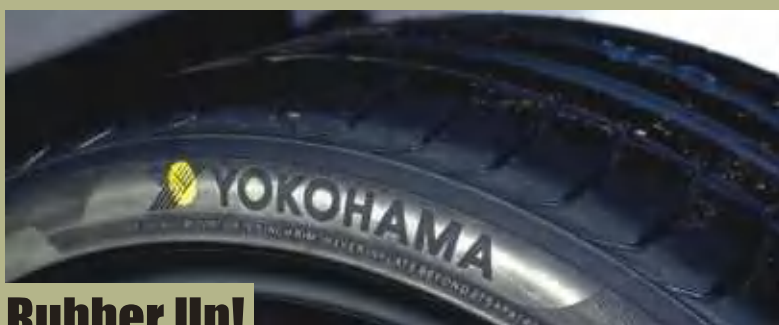




As E92s go that's quite a low one!



FD RX-7 managed to be hell-a-shiny despite the wet Welsh weather outside



## Rubber Up!

It's no secret that petrol prices have now dropped below the magical £1 per litre mark for the first time since 2009, but I bet you didn't know that tyre prices have fallen by around 40-percent since last year too. This is because of a price war between the big manufacturers and cheap Chinese brands! Apparently these prices won't last forever as a tyre insider told us 'it's simple unsustainable!' So if you're going to need some fresh rubber in the foreseeable future, buy now and don't pay later!

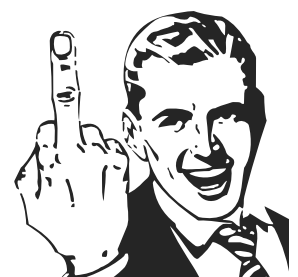
## "IS IT A BIRD? IS IT A PLANE? NO, IT'S A HIGHWAYS AGENCY VEHICLE ON THE MOTORWAY"

So why don't you slam on your brakes and form an orderly queue behind it for 20 minutes before you work out it's not the law and you won't get done for speeding!

When was the last time you saw a bloody Land Rover Discovery used as motorway cop car anyway? In fact you'll probably do this behind any vehicle with reflective chevrons on the back of it. The big clue here people is the word POLICE. If it isn't written on the rear bumper of the car, the chances are it isn't a copper.

It's even more frustrating when it's a cop car, cruising along below the speed limit, because then some commuters assume you should match its bloody speed and insist on doing this for the 10 miles it takes them to build up the courage to overtake it - all while blocking the three lanes! Sort it out.

*The Angry Man*



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)



## APPRECIATING DEPRECIATION



**LEXUS IS F** NEW £62,000  
NOW £17,000

It's one of those typical pub discussions we have as car guys – if you had X-amount of pounds, what car would you buy?

This question popped up the other day and the price bracket that was up for debate was the under 20k mark. Now this throws a whole bunch of cars in to the mix, but obviously we were focusing on the performance stuff. All the usual BMW M5 and Audi RS4 hats were thrown into the ring, along with Porsches 996 and Cayman S. But it was a real curve ball of an option that got us really talking – the Lexus IS F. The first thing we did was check they are in the aforementioned price bracket before all giving each other that approving nod!

They are one of those cars not a lot of people know about, the Mazda 6 MPS of the Evo V Scooby world if you

like. Put simply, they are an absolute gem and if you've ever driven one you would vouch for their credentials till the cows come home (Where have the cows been? I've always wondered that – Jules).

So what do you get for your money? You get a car capable of some serious supercar slaying, that's what! The stock 5.0-litre engine pumps out over 400bhp, which will propel you to 170mph. It comes equipped with more goodies than Steve Job's shed and has an 8-speed paddle shift semi-auto 'box that's an absolute delight to use.

Modding wise they aren't the best catered for cars on the market and they can be a swine to get aftermarket parts for, but the IS F is so good out the box you almost don't need to mod it... almost!



## Eastern Car Culture



### Japan is back. Almost

Gambare Nippon! Seriously, this is the perfect slogan that can be applied to the current Japanese car situation, meaning “good luck Japan.” There has been a certain feeling of vagueness in the cars that the land of the rising sun has churned out over the last decade. For a while there I really thought it was well and truly over, but every once in a while, a domestic manufacturer would surprise me and again I would muscle up some faith. Despite the at-times complete lack of coherency, direction and innovation that manufacturers here subject us to, I am now sitting here in front of my laptop smiling because I've just gotten out of a car that has finally given me real hope for the future. As I continue to be amazed, praise and lust over cars from Europe and the US, Japan has left me dry-mouthed for far too long – but not today. I've just spent a week driving the ridiculously tiny, impressively inexpensive and amazingly fun manual version of the Honda S660 and I can't help but think that among CVT-driven, hybrid-enhanced boxes on wheels, Japan may have found its mojo, again. With the launch of turbocharged Civic Type-R and the new-generation NSX there is nothing but goodness coming from what was once a great maker of true driver's cars. And it's about bloody time Honda! If the S660 is anything to go by, the DNA is once again becoming true to the brand, because I haven't enjoyed myself like this behind the wheel of a new car for a while. The spiritual successor to the Beat does everything so right, it doesn't attempt to be something it isn't – it stays perfectly true to its calling and that is to be

## Western Car Culture

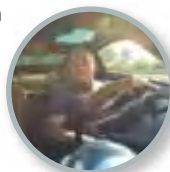






a fun, very affordable micro-sports car. From the responsive and torque-full low-rpm delivery, the wooshes of the blow off valve and the precise and beautifully mechanical feeling 6-speed transmission the S660 makes even the most mundane of journeys into fun-filled excursions. 64bhp might sound lethargic at best, but the S660 requires its driver to use momentum accordingly; forget the brakes, use all of the monstrous grip that the Advan Neova AD08R develop and take corners way faster than you could ever think possible. Plus as you can imagine the aftermarket is quickly beginning to cater for this little pocket rocket and in no time we'll be seeing turbo kits that will double and triple the engine's output. So good on ya Honda, the NSX is another one I certainly can't omit despite not having sampled it yet, not to mention the rumored S2000. And by the looks of it Nissan may have awoken too, with the new twin-turbo V6s they are dropping in their cars now. There's certainly a new wave of excitement coming from Japan and I can't wait to see what it brings!

**Dino Dalle Carbonare**



## Crossword

There are 10 car makes in here!  
Can you find them all?

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D	X	T	E	C	K	V	H	O	N	D	A
P	D	F	O	W	T	S	E	C	J	W	R
D	V	R	R	Y	U	M	M	H	T	E	S
B	A	V	C	X	O	F	S	E	D	S	K
S	U	L	E	P	K	T	O	V	B	T	D
D	X	L	M	A	P	L	A	R	A	F	O
S	H	N	L	G	L	J	D	O	D	I	F
D	A	C	I	A	S	C	O	L	X	E	R
U	L	B	I	N	C	M	C	E	K	L	C
C	L	C	J	I	G	L	A	T	W	D	S
U	V	Q	A	X	B	R	Q	R	C	T	Y
H	H	R	S	X	P	P	M	A	T	R	J

## Quiz Time



Think you know your cars? Test your knowledge for fun here!

**Q1) Name the cluster...**

**Q2) Name the car...**

**Q3) Name the wheel...**

All the answers will be in issue 367's Arse End! Good luck.



## A month of Extremes

We are living in an exciting time right now. Car culture has never been so mainstream and there is every reason to be a petrol head. While December usually winds down for me in terms of shooting, every year it comes around I seem to get busier and busier.

This winter was no exception. I kicked it all off with a trip to the desert to follow the likes of Ken Block and the rest of the Monster Energy crew for some fun in the sand dunes.

Southern California is not known for such harsh winters, which of course is nice if you want to play with cars. Right after that I headed over to the other side of the country for Frozen Rush, in Maine. It was basically a short course off-road race on a ski slope.

To finish off the year I did a few car features including the highly anticipated FuguZ, as well as a quick trip to Jay Leno's garage. 2015 was crazy for me, and I know for a fact

that the new year is going to bring some interesting things on four wheels. Stay tuned.

**Larry Chen**









**“Shabby chic? It’s  
a bit like your Nan’s  
house, but with a  
hint of style.”**





## HOT RIDE: VW POLO

*Were not sure if Midge is more jealous of the Polo, or the beard*



**“It’s what an interior designer would refer to as shabby chic”**

It’s a thoroughly personal point of view I know, but I’m pretty certain this is my favourite cover car for quite a few years. True, it’s probably not one I’d actually own (I’m nowhere near cool enough to pull that off), what I mean is, judging by the way it’s been put together and the story behind it, this one beats just about anything else hands down.

You see, for someone like myself who perhaps takes this whole modifying lark a bit too seriously, it’s nothing short of a wake up call. Dare I say it? This is in all likelihood the most inspiring motor that I’ve seen for ages, and it’s definitely the most fun.

Now, if you’re questioning why such a crazy creation is here on the cover of FC, you just don’t get it, and you probably never will. But don’t worry about that too much because neither did we for quite a while – I don’t think we’re actually supposed to. In fact, the owner, a certain Mr Jon Dryer, doesn’t really seem to mind too much about any sort of reaction. And that’s my point.

I guess, for starters, there’s a few things that need to be explained about Jon... and I’m not talking about that rather epic facial appendage that I’m massively jealous of.

First of all, he’s a hairdresser from Brighton who takes great pleasure in getting parts from Germany addressed to Herr Dryer (yep, even I couldn’t make that shit up). Secondly, his girlfriend’s dad owns a

1970’s caravan with a sofa in the exact same pattern as his doorcards. And finally, he’s taken the idea of a budget home-brew build to the extreme every step of the way. Look at it like this, not only is this Polo put together for well under 5-grand, almost entirely on his tips from Toni & Guy. But, back in the day, he’s even been known to spend weeks eating nothing but three square meals of Cup-a-Soup a day to be able to afford stuff like the genuine VW Colour Concept seats. That’s some supreme dedication for ya’.

Now, I suppose all that should tell you

just about everything you need to know about Jon, and what’s undeniably one of the most random cars ever to hit these pages, but there’s still so much more to the story. This motor is special in a way that no other ride seems to be. In a world filled with distinctly clear trends and styles it’s something that impossible to classify. You can’t pigeon-hole this car into the usual categories because it doesn’t seem to fit in with any sort of criteria. It’s totally unique. I suppose you could call it Jon-style but, as mad as he appears himself, even that doesn’t quite do it justice. This build is so

*Tweed and a brolly, how thoroughly British, what!*







*It's carbon fibre for show rather than go*



## JON DRYER

***Aren't you that bloke off of Fast N' Loud?***

"You're kidding right? I'm ginger, I'd melt if I went to Texas. (He's right you know – Initial G.)"

***Are you sure? Your Instagram is remarkably similar?***

"Yeah, I'm pretty positive. Actually am I allowed to plug my Instagram? It's @jondryer."

***I think you just have mate.***

"Well, that was easy. Cool, thanks Midge."

***No probs fella, anytime.***



*Little old school touches are everywhere*





*It's like no teddy bears' picnic you've ever encountered before*

out of the ordinary, even if there was a style you actually could put your finger on, you wouldn't be able to copy it anyway, and most people probably wouldn't want to.

No, I think I'm right in saying that what's important here is the overall concept, it's the epitome of a modifier imprinting every bit of himself into a long-term project. The truth is no one else could have put together this car but Jon and, with the amount of gorgeous but undeniably repetitive modified cars out there, that's refreshing.

Anyway, being his first car, Jon's owned this baby VW for the best part of 8-years but interestingly it's never actually been finished,



not in the usual sense of the word. In that time other projects have come and gone of course, but the Polo has always been milling around in the background, a kind of a never-ending project fuelled by Jon's love of random bits and pieces from around the world. You could even say that nowadays it's part of the family.

Initially though the modifying took more of a conventional approach than we see here today. Born out of competing with his older brother's collection of Saxos and RS Turbos, the first incarnation was every bit as Euro-style as you'd expect from someone

simply following the latest trend. It's only the fact that Jon was disappointed with the way it slotted discreetly into the scene that shaped the way it looks today. After spending a not insignificant amount of cash on coilovers, paint and Colour Concept seats he almost inevitably found himself pulling up next to a near-identical Polo at a show and that's when he thought, "what's the point in copying? I might as well do it my way." Only then did things go bonkers.

With a new outlook, not constrained by the limits of any fashion, timescale or modifying convention he now describes his car as "what an interior designer would refer to as shabby chic." And while I can plainly see that Jon is indeed the Lawrence Llewellyn-Bowen of the modified car world, I can't help thinking there's also a distinct air of the Antiques Roadshow about that interior. Even Jon admits that as his mum is a former antiques dealer, "It's not as if I had a choice in the matter, this kind of stuff has just always been around."

It doesn't take anything more than a peek inside to prove my theory. Take those crazy door cards for a start. Your Nan definitely had a sofa like that once upon a time eh? And most likely a similar walking stick. In fact, combined with the tweed retrim this one definitely makes you want to don the smoking jacket and start puffing away on a massive Sherlock Holmes-style pipe. A crack pipe at the very least.

All this interior trinketry also seems a little at odds with the immaculately-detailed



## Embrace the Random!



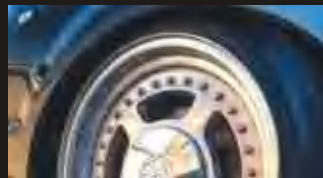
### OLD SKOOL ADAC BADGE

The ADAC (Allgemeiner Deutscher Automobil-Club e.V.) or the General German Automobile Club is their equivalent of the AA and it's been around since 1903. This old skool rear badge is Jon's favourite part of the whole car and was picked up at a garage sale for about £20. At over 50-years old it's actually worth quite a bit more than that.



### WOODEN STEERING WHEEL

Another one of Jon's 'Buy it Now' eBay bargains, this crazy wooden wheel is an extremely lucky find for 20-quid from some random scrap yard. It's certainly a good price because we've seen these go for upwards of 400-nicker because of the inherent rarity value. These were a genuine VW option back in the 90s and are unusual to find now.



### MENTAL SPLIT RIMS

Jon fully admits that a mate of his did all the legwork with these rare, Polish imports. There's only a few of these MTI 5 wheels in the UK and, with their gold hardware, they already looked the nuts but, Jon's added his own touch with a set of Mk2 Golf centre caps.



### CARAVAN DOOR CARDS

These amazing door cards are inspired by the upholstery in a 1970s caravan... and no, we're not joking. Apparently after taking a phone pic Jon had to visit a proper old skool haberdashery, "with old women in pinnys and everything" just to match up the fabric.



### VW DOOR KEY PINS

This pair of VW keys were bought for 99p and although it took him ages to figure out what to use them for, they're now some of the trickiest door pins we've ever clapped eyes on.

*Nan's house-meets-caravan-meets-tweed jacket style*





## HOT RIDE: VW POLO

*No boot is complete without a wooden winged-pig!*



exterior. Jon's made this one so showcar-smooth, with added OEM+ details like the Beetle-inspired front bumper and German-spec rear clusters, that more than a hint of its Euro roots remains clear. Except of course all the carbon fibre doesn't exactly fit in with that idea, there's just no need for it, it doesn't make any sense. But then again, maybe that's exactly why it's there in the first place – maybe that IS the idea. Damn, my head hurts.

And therein lies the problem. It's not so much the car, or the way it's built - it's simply how, as serious modifiers, we're subliminally trained to look at it. Personally speaking,

everything I've ever known about modified cars makes me want to justify the whole package. Every fibre of my being instinctively tries to make all those different pieces fit neatly together into something that makes perfect sense. But they don't, and they never will.

That's the real genius in Jon's Polo – it does your nut in the nicest possible way. The fact that he never set out to build a car to be loved by anyone but himself demonstrates a new kind of thinking. On this very rare occasion the beauty doesn't have to be in the eye of the beholder, and I can't help but love that concept. **FC**

## TECH SPEC: POLO 6N2

### EXTERIOR:

One off front bumper with Beetle grille, carbon wings and bonnet, smoothed bumpers, deleted aerial, German rear clusters, Wolfsburg Edition side repeater blanks, 50-yr old ADAC badge, GTi headlights, splitter, VW script side badges, resprayed in BMW Ice blue.

### CHASSIS:

8 and 9x15inch MTI 5 wheels with gold hardware and Mk2 Golf Chrome centre caps, 165/45x15 and 185/50x15 Nankang tyres, Gaz struts, 2-way manual air ride system, VIAIR compressor and stubby tank.

### INTERIOR:

Mk4 Golf V5 front seats trimmed in tweed, biscuit stitching, floral accenting and doorcards, duck walking stick, VW key door pins, lazer cut stag air vents, rare wooden steering wheel.

### THANKS:

Huge thanks to Ben Parsons, Hurst and Hassocks Auto Center for never backing down when a tyre just won't meet the bead, Adam Ashcroft for the paint, Amy Lewis for embracing the madness, Dub Lounge for adopting me, 3D Detail for hooking me up with valve caps, Madcowuk and the brethrens Tom, Marc and Adam, for keeping the car on form with the quality detailing gear. The family for putting up with car parts in the house. Not forgetting *Fast Car* for making the dream come true.



**“What's the point in copying, I might as well do it my way”**





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*'Pink-pala' was doing hydro demos*

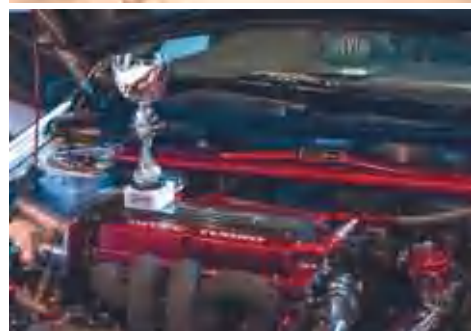
# 100% TUNING 2015

FEATURING THE BEST OF THE BEST FROM ALL OVER EUROPE, 100% TUNING AT AHOY IN ROTTERDAM ONCE AGAIN RETURNS AND WE MAKE OUR ANNUAL ROAD TRIP TO CHECK OUT WHAT PROMISED TO BE ANOTHER FANTASTIC WEEKEND IN HOLLAND.

**W**ith the specially selected show cars spread across three massive halls, it was clear to see that each one had a well-deserved spot in the show. As we've come to expect from 100%

Tuning there was a style of car for everyone to appreciate, from the tightest of fitments, to three-wheeling lowriders, to big power Jap rides, to body kitted masterpieces from Italy. The thousands of people who flocked to the show over the weekend had a huge variety of show cars to check out.

Hall 1, the biggest hall at Ahoy, featured the largest number of show cars, a huge display stand from Streetgasm with a fair few high-end cars including a kitted Lamborghini Murcielago, the holographic 'Selfie' Lambo Gallardo and a







*With the right treatment, even 5-doors can be cool*



*Mark Lampard's TTS ticks all the right boxes*



*There's no denying that there was plenty of variety at the show*



*Tough little Lupo was one of our favourites*





## SHOW: 100% TUNING

*You just can't go wrong with an BBS-shod E30 dropped on its arse*



crazy bagged Ferrari 360 Spider. Also returning for 2015, there was a live car-wrapping competition going on over the two days. Featuring three teams, they spent the entire two days wrapping one car on their stand in their own unique way. Hall 1 also held the majority of the UK cars that made the trip to Rotterdam and even featured a ride-in a WRC simulator.

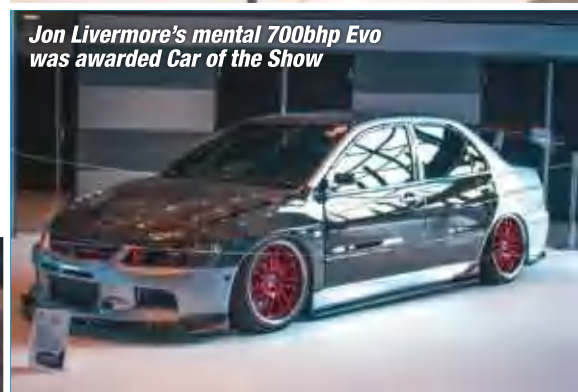
As well as more show-cars, Hall 2 also featured a big stand from *Streetcustoms.nl* who spent the majority of their weekend creating live air installs using Air Lift products. The other main attraction in this hall was the Audio area. There was an abundance of audio trade stands all keen to show their best products and amazing demo cars – one of the loudest was undoubtedly VIBE UK's VW T5 van which could literally be heard from any of the three halls! And there was yet another competition going on, this time with four teams all competing to build the best audio install within a tight 48-hour timescale. The pressure was on.

Last year, one of the show's stand out vehicles was the monster sized Pioneer Ford F-650 complete with DJ booth on the back which, at the time, was very impressive. Well, not to be out-done, Rockford Fosgate brought a boat...yes, a BOAT to a car show! It was fully kitted out with the latest Rockford Fosgate marine speakers and certainly wowed the stunned crowds.

In the final hall there was loads of trade stands for people to part with their hard-earned Euro's in exchange for some seriously cool products. Plus, there was a staggering display of lowriders. The crowds were once again treated to an amazing live action arena where a few of the cars were able to show off exactly what they were built to do. And I was lucky enough to be asked by the man behind the legendary Penguin Speedshop if I wanted to go for a ride in their award-winning Chevrolet 'Pink-pala' Impala. This consisted of some three-wheeling around the arena, bouncing to



**Jon Livermore's mental 700bhp Evo was awarded Car of the Show**



**Air-ride Merc W114 on custom splits was one of the many UK cars that made the trip to Rotterdam**







*UK Clio went down well and it's not hard to see why*



*Peter Kendall took home a trophy for his gorgeous R33*



*Rad48 rims are rad*



## TROPHY WINNERS

- 1 Jon Livermore – Mitsubishi Evo 9
- 2 Matt Loxston – Cadillac Fleetwood
- 3 Mark Needham – Dodge Wayfarer
- 4 Andrew Pickering – Chevrolet 3100 Pick-Up
- 5 Gouma – Chevrolet Bel Air
- 6 Joey Kooy – Chevrolet Impala
- 7 Alex Wilcox – Chevrolet "Pink-pala"
- 8 Audi S4 Avant
- 9 Cardoso – Seat Leon
- 10 Fabio Dias – Audi A4
- 11 Pietjo Pryumboom – Mercedes E-Class
- 12 Thorsten Schafer – Audi TTS
- 13 Danny Busker – BMW 5 Series
- 14 Andy Heyd – Ford Sierra
- 15 David Exter – Audi A5
- 16 Adam Robinson – Mazda RX-7
- 17 Robert Simandjuntak – BMW E30 Convertible
- 18 Tom Van Hende – Opel Insignia
- 19 Shaun Lewis – VW T5
- 20 Adrian Hughes – VW T5
- 21 Julian Loose – Audi S4
- 22 Luca Pendroncelli – Fiat Punto
- 23 Mirko Beguina – Chrysler 300C
- 24 Ricardo Bruzzi – BMW E46 Coupe
- 25 Simone Chinaglia – Fiat Bravo
- 26 James Cowley – Honda S2000
- 27 Jags Bodyshop – BMW E92 M3
- 28 James Owen – Mini One Convertible
- 29 Aaron Gemmell – Honda Civic
- 30 John Wilcox – Ford Model A-Truck
- 31 Marco Mulders – Porsche 356
- 32 Tijs Van Breda – VW Derby
- 33 Zeeshan Khan – Audi A7
- 34 Russell Stone – Mitsubishi Evo 5
- 35 Kenneth De Bock – BMW E92 Coupe
- 36 Rory Hamilton – Mercedes 240d
- 37 Alessandro Mazzoti – Alfa Romeo 147
- 38 Eric Van Hamme – Tiger Kitcar
- 39 Jeffrey Duyck – VW Beetle
- 40 Peter Kendall – Nissan Skyline R33 GTR



# SHOW: 100% TUNING



*Honda S2000 powered Mk2 Escort, sounds as good as it goes!*



*No, we don't know either...*



music and a parade lap around the Ahoy centre – and not to mention the three lovely promo-girls that happened to also join us for the ride!

Outside there was the Auto Week live drift area, with some of the best Dutch drivers performing some amazing drifts in a selection of highly tuned BMWs and Jap machinery. It was a massive crowd pleaser and the surrounding paddock was packed-out with people desperate to watch the sideways action. With door-to-door twinning, and some massive burnouts it was an impressive sight to watch and added that extra live excitement that is often missing from most static car shows.

Finally, the highlight of many attendees was the trophy ceremony. With 40 Best of Show awards on offer for the 230+ cars that attended I certainly wouldn't have wanted to be one of the judges picking a winner! Out of the those 40, there were an impressive 18 UK cars that took home trophies with the organisers crowning Jon Livermore's stunning 702bhp and carbon clad Mitsubishi Evo as car of the show!

The plans for 100% Tuning 2016 are already in motion so you've got until October 2016 to check out the selection process if you'd like to enter your car – however even if you've not got a show car, we'd fully recommend this as an amazing experience! Definitely one to look out for in 2016!



*We've got a lot of time for this stunning EG Civic*



*The jury's still out on rat-wraps on new cars*



*Ultra old-skool T-bucket hot rod*



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PD07K Kit	Redstuff premium fast street pads and USR slotted black Geomet® discs
PD08K Kit	Yellowstuff highest friction pads and USR slotted black Geomet® discs
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PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted black Geomet® discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
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MRB 001	Comp aluminium bracket	£6.90

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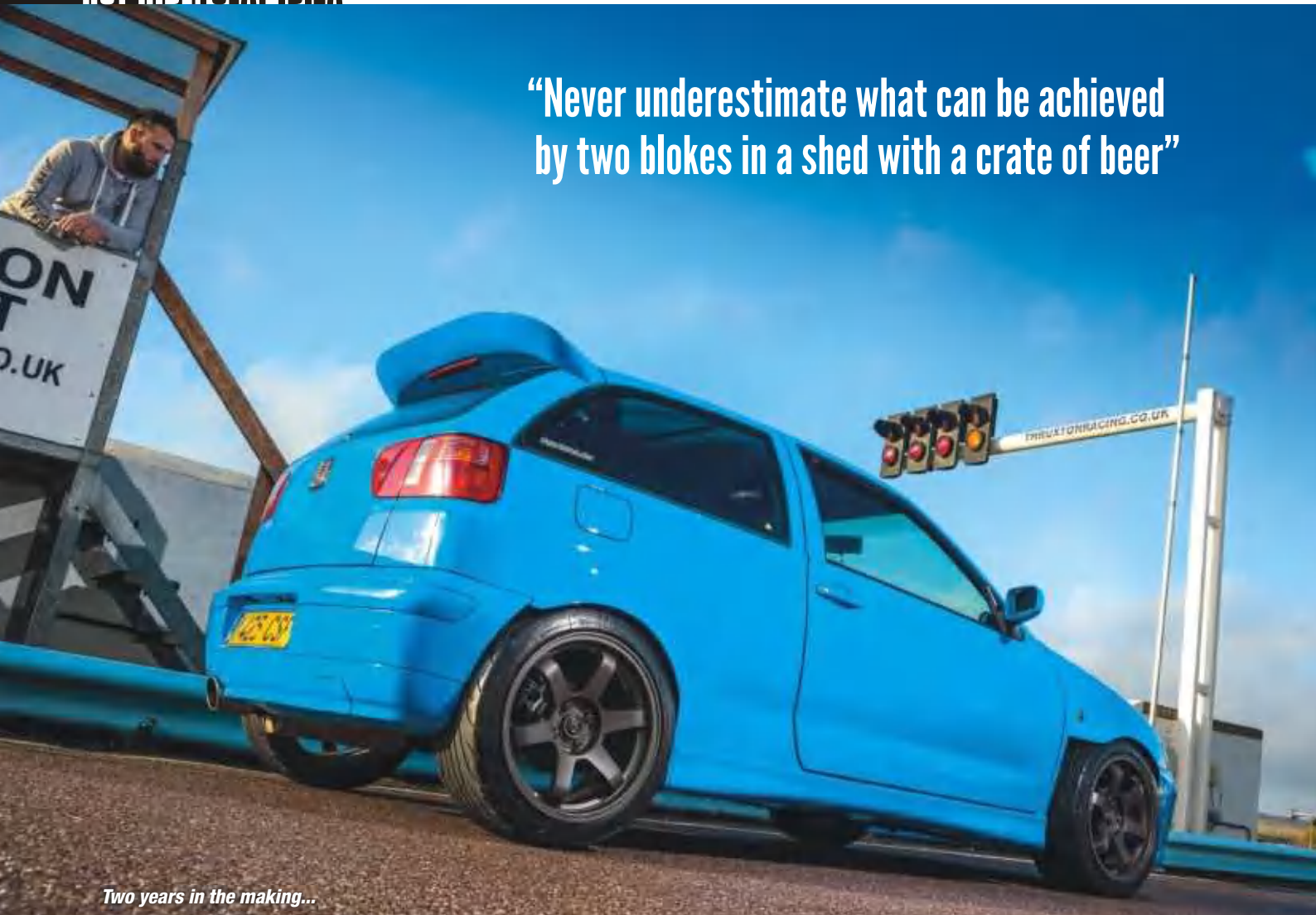
# THE HOT SEAT

***JUST ANOTHER IBIZA CUPRA, RIGHT? WRONG! NOW CHASING 500BHP, AFTER THE MOTHER OF ALL TRANSFORMATIONS, SCOTT'S WIDE-ARCH WEAPON IS OUT TO CAUSE MORE THAN A FEW EMBARRASSED FACES ON BOTH ROAD AND TRACK...***





**“Never underestimate what can be achieved by two blokes in a shed with a crate of beer”**



*Two years in the making...*

If there's just one take-home point from the fascinating story of the building of Scott's downright mental Ibiza here, it's this: never underestimate what can be achieved by two blokes in a shed with a few crates of beer.

A once underrated sporty little Spanish hatchback that served as Scott's daily runabout, how has this car ended up becoming this fire-spitting animal in the space of a couple of short years?

"It all started in Christmas 2012," says our man Scott, setting the scene. "After the turbo went, me and my mate went for a

meal and a couple of drinks, before deciding to go balls-deep into creating a monster!" Ah, yes. The dangerous combination of premium lager and ambitious car plans. We've all been there...

But Scott's ideas for big power were actually fairly feasible. You see, the 1.8 turbo engine sitting in his car has already proven itself in many a famous high-powered VAG build. Plus he'd been told by the previous owner that this one had already been forged. "The plan was to bolt on a bigger turbo and see how it panned out," Scott says. "Turns out it wasn't forged after all and

was in fact completely standard!" Just like Drake, then, it seemed that Scott and his mate Chris would be starting from the bottom when it came to this engine.

Making the shed in Chris' back garden their home, the duo spent the best part of two years concocting what has to be one of the strongest, most comprehensively re-worked 1.8T lumps in the country.

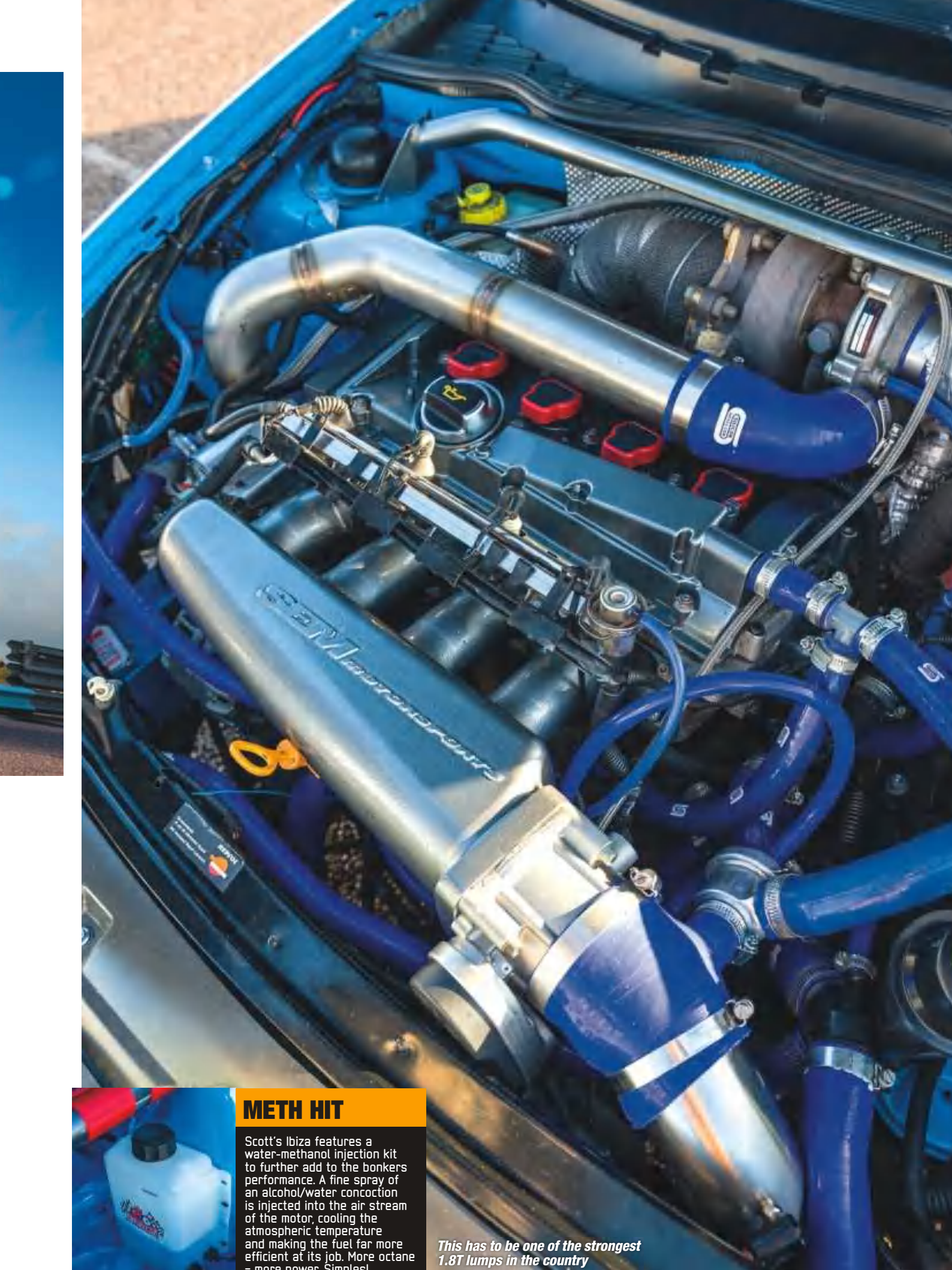
You're best off checking out the Tech Spec for the full story on just what went into the engine. But the highlights include a beefier Garrett GT3076R snail, fully overhauled internals and custom exhaust



*Nice wheels bro!*







## METH HIT

Scott's Ibiza features a water-methanol injection kit to further add to the bonkers performance. A fine spray of an alcohol/water concoction is injected into the air stream of the motor, cooling the atmospheric temperature and making the fuel far more efficient at its job. More octane = more power. Simples!

*This has to be one of the strongest 1.8T lumps in the country*





and fuelling systems. "It was a love-hate relationship really," Scott says of the inevitable ups and downs of the engine building process. "But, niggling problems now out of the way, I've been left with a seriously underrated car!"

But a highly strung engine wedged into a standard SEAT was never going to be the best formula for success. So build manager Scott enlisted the help of a couple of mates to deal with various other aspects of the car whilst he took care of the powerplant.

The shell was first taken to Scott's friend Gary to offer up some custom wide-arches in anticipation of the car's footprint

becoming a whole lot wider when back on the road. A lot of blood, sweat and tears later, the perfectly sculpted shell was next handed over to Martin at Elite Paint and Panel, where its bold Porsche GT3 hue was slapped on both inside and out. "I wanted this colour, as I don't think it's ever been done on an Ibiza before," Scott says. "It also goes with the theme of my car resembling a mini version of the track-focused GT3, of course."

As everything appeared to be coming together swimmingly, the car and engine were next taken to Gloucestershire-based VAG tuner Badger5 to tune the mighty new

lump to perfection for the British roads. Owner of a 680bhp Ibiza track car himself, company boss Bill Brockbank was certainly the man for the job, and filled Scott with confidence that his engine was also set to produce some big numbers.

And it didn't disappoint! With a custom wideband ECU and a whole lot of tweaking, Bill managed to squeeze a rather ridiculous 456bhp out of the little car. Scott's since added some hot new cams, a bigger throttle body and a SEM Motorsport inlet manifold into the mix, so is conservatively estimating a healthy 500bhp is now available at his right foot.

Surely a 500bhp front-wheel-drive car is the recipe for disaster, though? Scott was clearly thinking the same thing, swiftly investing in some top-notch chassis and transmission components to keep his beloved car on the straight and narrow. This has resulted in a super-whiney semi-helical gearbox, complete with a beastly LSD, along with some KW coilovers and monster Tarox brakes all making their way onto the SEAT.

"It drives awesomely now," says Scott. "The gearbox and diff are on point and the car doesn't wheelspin or torque steer at all. It just grips and goes!" Sounds like this newly-completed car is a bit of a weapon, then, as Scott has already found out. "I've already shamed some Porsches in the few times I've taken it out so far," he admits. "Oh, and scared the living daylight out of a few pedestrians with its pops and bangs!"

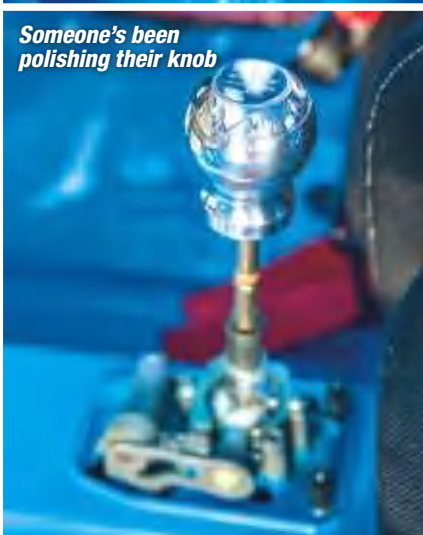


**That bold Porsche GT3 hue**





Woah. Cavernous



Someone's been polishing their knob



Ready for the track attack





*A genuine game changer?*

## TECH SPEC: SEAT IBIZA

### ENGINE:

1.8-litre 20V turbo Cupra engine; ported and polished head; forged pistons and con rods; Supertech Inconel valves with double valve springs; billet crank gear; Badger5 'Spec' cams; ARP con rod bolts; head studs and crank gear bolts; Owen Developments Garrett GT3076R turbocharger; custom tubular manifold with screamer pipe; TIAL external wastegate; custom 3in downpipe; custom 3in straight-through exhaust system; SEM Motorsports inlet manifold; Toyosports intercooler; Forge Motorsport 007 recirculating dump valve; TFSI coil packs; 80mm Hemi V8 throttle body; 630cc Siemens fuel injectors; Sytec in-tank fuel pump; Bosch 004 in-line fuel pump; Devilsown water-methanol injection kit; custom brackets for turbo and custom hard piping; custom Badger5-tuned wideband ECU with launch control and flat-foot shifting.

### TRANSMISSION:

Semi-helical five-speed '02J' gearbox with SQS Racing gearset; Peloquin limited-slip differential; short-shift conversion; ARP flywheel bolts.

### CHASSIS:

9x17in Rota Grid Drift alloy wheels; 25mm spacers all-round; 235/40x17 Nankang NS-2R tyres; KW Variant 3 coilovers; upper strut braces front and rear; lower front strut brace; fully polybushed; Tarox 6-pot callipers with 330mm discs (front); braided brake lines throughout.

### EXTERIOR:

Full re-spray in Porsche GT3 blue; custom wide-arch conversion front and rear to accommodate wider track; custom boot spoiler; carbon fibre bonnet.

### INTERIOR:

Fully stripped and painted throughout; 2x carbon/Kevlar Corbeau Pro Series fixed bucket seats; TRS 6-point harnesses; flocked dashboard; Kode dished steering wheel; Forge Motorsport gearknob; aluminium battery tray; water methanol tank and pump.

Now fully finished and, somewhat amazingly, sporting a fresh MoT certificate, how does our proud owner here plan to use the Ibiza over the coming months? "I'm going to finish it off with a rollcage and hopefully compete in a few rounds of Time Attack," Scott tells us.

Well, we certainly hope its competitors are ready for it, as this is one hot hatch that isn't taking any prisoners.

This is perhaps the fastest, most capable road-legal Ibiza in the country. The phrase 'game changer' has already been bandied around social media posts about this car, and you know what? We reckon for once they might be right... **FC**



## CHEERS...

We'd like to say a massive thanks to Thruxton Circuit for letting us use their awesome facilities to do this shoot. It's the fastest racing circuit in the UK, so for more info on their driving experiences or to get your hands on some race day tickets hit: [www.thruxtonracing.co.uk](http://www.thruxtonracing.co.uk)





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# TOP HOME BREW MODS

**HOLD ON TO YOUR CASH AND DO  
SOME TWEAKING FOR FREE!**

It doesn't matter if you're on minimum wage or a million-quid an hour, there's nothing more satisfying than a proper freebie, especially when it comes to modifying your motor. Now, I guess everyone has good months and bad months but a budget of practically zero doesn't mean the modding has to stop, quite the opposite. Just have a flick through any online forum and it'll be packed with model-specific mods that you can do on the cheap. Some seem more complicated than brain surgery, others may be simpler than you think but every so often you'll come across a load that'll work for pretty much any ride on the street. Let's get inspired with our favourites...

## GET SOME AIR...

Performance panel filters and induction cones are pretty reasonably priced nowadays but, if this month's paycheck still doesn't stretch that far, one of the more classic mods is drilling your air box.

The science is simple – the more air you can get flowing into your engine, the more fuel the ECU can bung in to compensate and ultimately this leads to a bigger bang in the cylinders and more power. Standard air boxes are notoriously restrictive but by drilling multiple holes you can effectively increase airflow for free. Using a hole saw or large drill bit, the trick is to make sure you drill the side **BEFORE** the air filter (usually the bottom of the box) and this will ensure the air is still filtered before entering the engine.

There are other variations on this theme like installing ram-ducting to direct cold, dense air straight from the wheel well or front bumper. Some have even gone so far as to remove the gauze from the airflow sensor housing or blank off any factory air-silencers to increase flow. The key thing to remember is, it's all about getting as much air into your engine as possible and cramming it in there as fast as you can. Restrictions are bad, so the more you can get rid of the better.



## SMOOTH IT OFF...

Some of the most popular mods of all time aren't about bolting things on – they're all about taking stuff off.

De-badging is arguably the most common tweak ever and helps give a nice smooth look to the rear of your car, along with masking the fact that it's not the GTI or VTEC model you told all your mates about. That said, there's also something nice about people not knowing about what's under your

bonnet. Take it from me there's no better feeling than catching out brand new Beemers in a 15-year old Golf because they don't realise it's packing a turbo with the boost wound up.

Anyway, for the most part, badges will be simply stuck-on, so all it takes is a credit card or plastic spatula to pop them off. The best way is to borrow your Mum's hair drier (or a heat gun) to warm them up and soften

the glue first. Any leftover residue can usually be removed with thinners followed by a quick polish.

One word of advice is to do your research first because not all badges are mounted in this way, some may leave a hole or two behind. You don't want to have to break out the MIG welder to sort that lot out now do you? If that's the case, one option is to try painting them instead.



### MORE SMOOTHING NEEDED?

On some cars (from experience, Mk5 Fiestas immediately spring to mind) the rub strips on the doors can be removed in the same way as badges, again it's all about finding out exactly how they're mounted before you do the job. Anything that can be prized off without leaving a load of holes or a recess is always a good smoothing option, especially if you're going for a sleek Euro look.

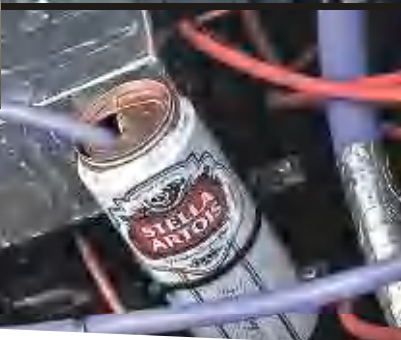
One other thing that's always popular, usually on hatchbacks of the VAG variety, is ditching the rear wiper. It's usually an easy job that involves unbolting the wiper arm and then pulling out the motor from inside the boot, you'll even save a little weight along the way too. The hole left behind can simply be covered with a sticker or filled with a rubber grommet. A 15-minute job max.



### UNDER THE BONNET...

Apart from improving the airflow there's plenty of other cheapies that can be done in and around the engine bay. On VAG cars it's common to bin off the factory charcoal canister, along with all its messy piping, to help de-clutter the bay. Depending on your car there's usually a whole load of stuff that can be removed or relocated for much the same reason. You could use a can of Stella as a catch can or, if you've got the budget for some paint (particularly the high temperature stuff), there's a whole world of parts like rocker covers and inlets that can be tarted up a treat too.

One of the easiest mods out there though, has to be the classic sweatband on the brake fluid reservoir, you'll find this particularly popular on the Jap scene. You may think it's just for looks, and nowadays for the most part it probably is, but it's actually derived from the world of bike racing where riders use sweat bands to soak up any fluid vented or spilt when pulling some Gs in the corners. Brake fluid, even some of the modern stuff, is extremely corrosive to paintwork so stopping any spillages is always a good idea. Race and rally car engineers often use the same trick and, at the very least, it covers up those horrible plastic tanks. A real win win situation.



### MOD YOUR HEADLIGHTS...

There's no getting away from the fact that aftermarket headlights are expensive, that and many of the designs should have been discontinued way back in the noughties with all those Lexus-style rear clusters.

Modifying your existing headlights though is something entirely different, most of the time it can be done for free, or at the very most for the price of a can of paint. With many cars it's possible to remove the standard orange reflectors for a cleaner look, and with plenty of others colour-coding or spraying the innards

black has been a popular touch for years.

The only real trick required is breaking down the standard units and that's usually a case of heating up the mastic holding the lights together and very carefully prising them apart with a screwdriver.

Personally I like to use a hot air gun but others prefer to leave their headlights in the oven on a low heat for 10 minutes or so. Either way, once you've removed the glass or plastic lenses you can get to work. Not a bad way to spend a Sunday afternoon.

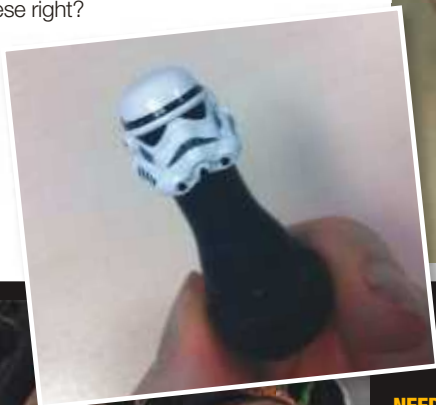




## ACCESSORIES YOUR WHEELS...

Flashy wheel nuts and posh valve caps are a common sight nowadays and there's no better way to finish off the perfect set of hoops. If you don't want to go shelling out any of your hard-earned though, making your own wheel accessories can be a sweet and thoroughly unique alternative. DIY, show-use valve caps are definitely something we love to see and all you need to make your own is something funky to stick on there along with a drill bit, a standard plastic dust cap, and a spot of Araldite. With some items (like sockets and pencil-toppers) you don't even have to bother drilling a hole!

Another easy DIY mod is shotgun bolt covers which are simply cut-down cartridges stuck on with some double-sided tape. Your local shooting club will have literally thousands of spent items knocking around and won't mind you taking a few for a spot of DIY modding. At least no one's gonna dream of nicking your wheels when you're packing a set of these right?



## NEED IT? NO, THEN SHIFT IT...

In performance terms, weight is always the enemy so it stands to reason that all the old rubbish and the tools you're carting around in the boot are killing your 0-60 times, not to mention your fuel economy. Put it this way, shedding weight has the same result as increasing power, and most of the time it'll cost you a damn sight less.

Let's say you have a car with 100bhp that weighs 1000kg, that's a ratio of 1000:100 or 1:10. It also means every single horsepower has to push around 10kg. If you can save 100kg in mass it makes the ratio 1:9, a 10-percent increase in real world power and acceleration.

The great thing about going lightweight is you can do as much, or as little as you like and it will all have a positive result on performance and handling. Now, I'm not suggesting you should immediately go and pull out everything bar the driver's seat. You don't have to start cutting away all the excess metal either, I'm just saying there's a lot of stuff you don't need that may be heavier than you think. It costs nothing to leave it on the garage floor.







### SPRAY YOUR RUBBER...

One of the hottest trends of the moment is having large lettering or logos prominent on your tyres and, although you can now buy trick custom stickers to do the job, one of the cheapest ways is to simply go old skool with the white paint.

Racers in Japan have been doing this forever to pledge their allegiance to a club or particular tyre brand but all it really involves is cutting yourself some stencils, taping them to your wheel and painting over the top. The whole point is that it doesn't have to be totally crisp to get that hardcore race look, it doesn't matter if you're using a spray or a brush either, the result is always a sweet DIY mod with real motorsport credentials. Simple but effective.

### GO OFF ROAD...

As you usually need an exhaust catalyst to get through an emissions check and nowadays they have to be 'visually present' to pass a UK MoT, this one's for, ahem, off road use only... if you catch my drift.

When building your 'track car' you can pick up a decent de-cat pipe for around 50-100-quid and these will do a great job of increasing the gas-flow, instantly bagging you more power. If you're on a strict budget, a similar effect can be had for free by doing, what the Americans call, 'gutting the cat.'

The idea is to get the item off and then smash out its innards with a chisel or metal pole to remove the restrictive honeycomb-style core. This essentially leaves you with nothing more than a straight-through pipe. I saw someone do it once with a metal fencepost without taking the exhaust off at all, how's that for easy?



### BE CREATIVE...

New seats or a full retrim will set you back more than a few quid and even a steering wheel or air freshener costs money, but as long as you don't mind getting your hands dirty, there's plenty of fun to be had for peanuts with your budget ride.

It's all about ingenuity. It could be as simple as drilling race-style cooling vents in your front bumper or as complex as using an old skool suitcase to finish off your audio install. Making a new custom shifter could be your choice of weekend project, especially if you're a master of fabrication (or have a load of old shite lying around the house like you Midge – Jules).

Then again you may fancy retrimming your doorcards or headlining with some funky t-shirts, a dinosaur bedspread or your mum's old curtains – check out this month's cover car for some top inspiration there.

Just remember, some things you have to do yourself for the sake of originality. In fact, plenty of the most awe-inspiring rides we've ever had in FC come from no more than going nuts on a certain theme with a little skill and a whole load of imagination. Most things we've seen before and, while it's cool to be inspired, sometimes it's even better to be inspiring.



# SHIFTING FOCUS

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**AIR RIDE, GORGEOUS FLAT-FACED ALLOYS AND LASHINGS OF CUSTOM PAINTWORK – THE UK'S CIVIC EP3 GAME KEEPS GETTING STRONGER. HERE'S ONE OF THE VERY BEST...**





## HOT RIDE: HONDA CIVIC EP3



**T**here's almost certainly something hardwired into the very DNA of serial car modifiers, something that prevents us from just leaving well enough alone, dooming us to an endless cycle of car part buying, tweaking, tuning and spending.

The downside is that anyone involved in the car tuning scene, no matter their job or how carefully they manage their finances, is perpetually broke. The upside is that we're treated to a seemingly never ending stream of cool cars and stunning builds, with individual owners often having more than one project on the go at any one time. Finding time to focus on and finish one specific car often leads to various builds in various states of completion.

Stuart Knight knows a fair bit about the juggling act that is trying to complete a pair of project cars. Not only does he have his name on the log book of the EP3 Civic you see before you, he also owns a rather bonkers Honda Civic Del Sol, one that's in the middle of having a 1.8 turbo transplanted into it.

"The EP3 was bought about two years ago as a run around," he says, "a totally standard car that'd allow me to focus on finishing off the

Del Sol. That plan went south when the turbo blew up spectacularly. I decided to spend the money on the new car instead!"

We should probably point out at this point that Stuart's something of a clean-freak when it comes to his cars, to the extent where there's a stringently enforced ban on eating or drinking in them! This mindset was never going to sit very well with the EP3's condition. In Stuart's words: "It looked like someone had

used it as a goal post!" Needless to say the first task on his list was a complete strip down and respray in satin silver, a task made easier thanks to the location of Stuart's workshop, literally meters from an auto bodyshop.

By 2014 the EP3 boasted bright pink Rota Grids, coilover suspension and a number of other tweaks, but it was still only a temporary state, with Stuart eyeing and pricing up a variety of air suspension setups. In the end









# HOT RIDE: HONDA CIVIC EP3



*It looks pristine – but don't you dare eat anything near it!*

he plumped for an Air Lift Performance kit from HavAir, complete with V2 management and, just for good measure, camber arms, bolts and a pair of strut braces. The end result is a setup that allows Stuart to drop the Civic to ant eye-height at the flick of a switch, yet it still retains the EP3's well regarded chassis dynamics.

It swiftly became apparent that the Rotas weren't capable of delivering the necessary wow factor, even with their searing coat of bright pink. The Klutch KM16s currently bolted to the hubs are another case entirely, particularly as when Stuart first enquired about them at the start of the year they weren't even available in the UK!

"I spent a long time trying to convince them to ship them out, then just half an hour trying to work out the correct offset," recalls Stuart. "The guy from Klutch called my work phone

and asked me what I needed there and then. So I had to manically work out the perfect offset and give him a call back pretty much right away. In the end I thought, 'Sod it, I'll give it a go'."

With the exterior well and truly nailed, Stuart turned his attention to the interior. The biggest changes here are those ever-popular Corsa VXR Recaro CS seats and the custom boot-build. Stuart admits that getting the seats into place was probably the most frustrating part of the build, with the original runners at first leaving the tops of the head-rests kissing the (re-trimmed) roof. A set of custom runners eventually solved that particular issue, allowing Stuart to move onto that boot-build, it being the first one he'd ever attempted.

"Two of my best mates are a carpenter and an engineer, so with their skills and my work



*Balls. Out of petrol again*

*Because a man can never have too many mirrors*



*A small but nevertheless attractive knob*





## STUART KNIGHT

*Hi Stuart. Were you tempted to give up when the Del Sol blew up on you?*

"It was certainly a kick in the teeth, particularly as I was on the way to a dyno session. It resulted in this car though, so it isn't all bad."

*Were there any especially tricky aspects of the build, or did it all go smoothly?*

"Getting the seats to sit correctly was pretty frustrating – I would've been trying to see through the roof if I'd kept their original mounts."





#boom!

### STYLING:

Honda Civic EP3 Type R in satin silver; arches rolled to accommodate wheels; side indicators deleted and smoothed; boot lid lock smoothed; Mugen rear spoiler and front grille; Tegiwa 'bee sting' aerial; facelift headlights; full and dipped beam HID kits.

### CHASSIS:

Air Lift Performance air suspension kit with Auto Pilot V2 management; Air Force struts; camber control arms and bolts; lower control arms; rear lower strut brace; 8x16in (front) and 9x16in (rear) Klutch-KM16 silver polished alloys.

### INTERIOR:

Recaro CS bucket seats with Takata harnesses; harness bar; 280mm MOMO wheel; custom boot build with copper lines; 10gl tank; roof-mounted 5gl tank; JL sub with custom box; 2500 watt open amp with custom box; various parts painted in custom green; re-trimmed door cards and head lining.

### TUNING:

Tegiwa engine bay bolt dress up kit; Hondata air box mod; custom painted rocker cover; various other parts painted.

### THANKS:

Formula Clean for their sponsorship and excellent detailing products; Paul, Jack, Tom and Dan for helping with the build; Gavin for the time he's spent detailing it, and my family and girlfriend for their support.

as a mechanic we were fairly confident we could do a good job. In the end it all came together with a JL sub and a custom box, plus a 2,500-Watt open amp."

Stuart's deliberately kept performance additions to a minimum, partly to avoid changing the EP3 Type R's basic character, mainly because this build is nearly complete and it's time to focus on resurrecting the boosted Del Sol.

No matter though, Stuart's already the proud owner of a seriously clean, perfectly styled Type R, an ideal runabout and the perfect foil to his raucous, uncompromising Del Sol. Here's to multiple project cars! **FC**



*Can you see any space between floor and machine?*







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### **3SDM FORGED SERIES,** From £708 (each, 19-inch)

To say the guys at 3SDM have stormed the home-grown scene over the past few years is something of an understatement. Their unique designs and introduction of affordable directional rims to the UK has already made them something of an institution. In fact, their cast rims seem to be more popular on the street than free chips, and it's pretty easy to see why.

This new range is something entirely different though, it's what a scientist might refer to as 'a bit fookin' special' and that's because it's 3SDM's first venture into full on, forged multi-piece wheels.

Now, the time and money you have to invest into machining forged rims is

massive and that's exactly why they're the ultimate in rolling awesomeness. Usually though, they come with a couple of key drawbacks, once you've handed over a substantial amount of your hard-earned, you're generally rewarded with a 6-month wait and the added bonus of a fat bill from Her Majesty's Customs. But not with this lot, all the new 3SDM items are designed and manufactured right here in the UK, and that not only makes them more economical, it single-handedly puts the Great back in Great Britain.

There's a few of their own designs on offer including multi-piece versions of their most popular cast wheels along with this

pair of stunners (the split-seven spoke 3.01 and directional 3.19). Perhaps best of all though, they can also work with you to sort out your very own bespoke design. Which is pretty incredible we're sure you'll agree. Bagging the right size isn't a problem either - they can construct these in any diameter from 13-22-inches and in any width from 5 to a whopping 16-inches - all in any PCD, offset or finish you can dream up.

So, basically whether you want a 16x20, or a 5x13 they can make it happen and there's a shed load of dish and mounting options to consider too.

[www.3sdm.co.uk](http://www.3sdm.co.uk)



# FRESH KIT

## ROLLOFACE E92 GT3 WIDEBODY KIT, FROM £5460

Unless you've been on holiday for the last couple of years, you'll know that aero kits are, once again, back in business and we're fully expecting to see some properly mad stuff coming thorough from the likes of Rocket Bunny and Liberty Walk in 2016. One big name you may not of heard of in the UK though is USA's Rolloface, who stormed SEMA with their new 10-piece BMW widebody kit. These guys are perhaps better known for their awesome big brake conversions and forged wheels but they've clearly put the same level of engineering into this big bag of fully-functional aerodynamic enhancements. Not only will this monster kit swallow up 12-inch wide wheels without any extra modifications but it's even available in lush carbon fibre... if of course you've got the wallet for it.

With E92 BMW prices coming right down at the moment, it could be time to put together that dream build. We can't wait to see what they come up with next.

[www.rolloface.com](http://www.rolloface.com)



## DIRENZA FOCUS RS EXHAUST, £290

How freakin' hardcore does this new Direnza offering look? Designed for the Mk2 Focus RS, this 3-inch bore monster is all about getting the maximum gas flow without worrying about such silly, or restrictive, items like silencers. Instead it utilises the larger pipe diameter all the way through and the noise is kept down by a single, less-restrictive resonator. We like that concept, a lot.

As with just about any car, fitting a high-flow performance cat-back is one of the easiest ways of increasing power and torque over the entire rev range. But what's nice to see is this one doesn't come with the usual 'RS Tax.' A premium tig-welded, T304 stainless steel system for this money is a bargain on any car, for the big fast Ford, it's almost unbelievable.

[www.direnza.co.uk](http://www.direnza.co.uk)



## TRACKR BRAVO, FROM £25

Now here's a gadget we can all appreciate, especially those of us that are particularly adept at losing stuff. This tiny GPS tracking device is perfect for keeping tabs on your car, valuables, pets or misssus and works via a free app on your mobile. Simply launch the app and you're instantly greeted by a map locating whatever you've attached it to. One other feature that's great for items like car keys is that you can use your phone to ring the device enabling you to find them easily. It works the other way round too – use the TrackR Bravo to ring your phone should you misplace that. Unbelievable tekksers.

[www.thetrackr-uk.co.uk](http://www.thetrackr-uk.co.uk)



## JAPSPED EP3 MANIFOLD, £229

Apart from the bargain price, what's particularly sweet with this new race manifold from Japspeed is it also includes a built-in decat for extra-bonkers gas flow. The 4-2-1 design also gives far greater mid-range gains than the more conventional 4-1 setups on the market and, as it bolts directly to a stock or most aftermarket exhaust systems, it should be dead easy to fit too. Top marks.

[www.japspeed.co.uk](http://www.japspeed.co.uk)







### YOKOHAMA CHELSEA TYRE, £TBA

I may not know much, or anything in fact, about the beautiful game (*he really doesn't* - Jules) but I do know this special edition tyre is a sweet idea from the bods at Yokohama. Made to celebrate the Japanese manufacturer spending nigh on 200-million quid on their 5-year Chelsea sponsorship deal, I can't help feeling these will be collector's items in the not-too-distant future. Now obviously having the club name on the side is a gimmick but there's no reason you couldn't run these on your car too. These are actually just a modified version of Yoko's excellent BluEarth tyre, so they come with all the usual fuel-saving credentials while still being 'A-Rated' for wet grip. They're even offering them in 3-common 15-17-inch sizes, so they're clearly serious about getting 'em on some motors. According to our Jules, unlike Chelsea, they won't be going down in a hurry either. Come on you reds! (*Blues mate, blues* - Jules).

[www.yokohama.co.uk](http://www.yokohama.co.uk)



### V-MAXX DROPLINKS, £55

Sometimes in life the simple ideas are the best and that's what makes this universal drop link set an absolute cracker. What's really clever here is these universal items will fit just about any of the most modified cars on the street and easily cure the all-too-common ARB problems (like them moving out of place or smashing on your drive shafts) under heavy lowering. With a choice of 3-bodies between the joints they're also designed to be easily adjustable after fitting, meaning you can quickly achieve the most precise chassis setup for optimum handling. For road or track these zinc-coated trinkets will keep your ARB exactly where it needs to be. Love it

[www.v-maxx.co.uk](http://www.v-maxx.co.uk)



### VENT LUXE PHONE HOLDER, £20

This leather-lined beauty is certainly the poshest phone holder we've ever seen and judging by the amount of times Jules' massive iPhone 6 Plus fell off his dash on the way to Autosport, a much needed addition to the market. With strong extendable grips for the larger smartphones and a well-designed universal vent clip it definitely pisses on the cheap tat available on a well-known auction site. You get what you pay for and all that.

[www.osomount.com](http://www.osomount.com)



## TOOLBOX ESSENTIALS



### SILVERLINE EXHAUST CUTTER, £9

If you've ever fitted a backbox (particularly a universal item) you'll know that cutting off the old kit can be a right pain, especially if you're lying on your back on your drive. This bit of kit is designed to make things far easier because, instead of having to squeeze in there with a grinder or spend the best part of a fortnight trying to lop it off with a hacksaw, you simply clamp this over the pipe and wiggle it about a bit. Designed for use in the most restricted spaces, moving the handle just 120-degrees gives the full 360-degree cutting action and the 4 hardened steel blades go through 3mm steel like butter. I see a lot of funky tools, but I'm seriously impressed by this one. DIY-tastic.

[www.silverlinetools.com](http://www.silverlinetools.com)



## LEGO GHOSTBUSTERS ECTO-1, £44.99

One of the true facts of life is that you never grow out of LEGO, just ask our Initial G, he's got more bricks now than he had when he was a wee nipper (that's because LEGO wasn't invented when he was a kid - Midge). The guys and girls at the LEGO factory are always producing cool product lines, no more so than this Ghostbusters Ecto-1 model that was made famous by the 1984 film. Just remember to clear away any stray bricks, trust us you don't want to stand on one in the middle of the night!

[www.lego.com](http://www.lego.com)



## CLIPPER TEAS, FROM £1.69 (26 BAGS)

Now before you think we've made a mistake and put in the wrong press release, hear us out. This month's magazine has focused on home-built machines, so we thought it was only fitting to put in a product that has helped us to achieve these builds! You see, you might think Red Bull is the original energy drink but I think you'll find that tea out dates it by at least a few hundred years and that's why we've included these Green teas from Clipper in this section! If you prefer your cuppa a bit more manly, they do a mean Breakfast Tea too (all this tea talk has made us thirsty, stick a brew on Midge - Jules!)

[www.clipper-teas.com](http://www.clipper-teas.com)

## FAIRLADY 2 AERO MODEL KIT, £22.49

When we saw this S30 model kit from Aoshima we just had to get it into the magazine, it's almost an exact replica of a car we featured a couple of years back. You can get a huge range of Aoshima 1:24 scale model kits through Kent Models and the choice is unbelievably cool. From Liberty Walk's Ken Mary Skyline to Initial D's Takumi Fujiwara AE86! At just over 20-quid you can build and own a Japanese legend.

[www.kentmodels.co.uk](http://www.kentmodels.co.uk)







### **TAKATA DRIFT HARD SOCKS, £15**

Last month we brought you Takata's awesome wallet and this month we're taking a look at their damn fine socks. Now, if you are anything like us, you probably get your socks in the local Sports Direct at a price so cheap you consider buying a pair for each day of the year! These bad boys are on the other end of the spectrum but you get quality rather than quantity here. Like moisture wick fabric, odour blocker fibres and a double padded heel! A pair of socks you would want for Christmas, we never thought we'd see the day!  
[www.takataracingstore.com](http://www.takataracingstore.com)

### **SMUGGLING DUDS, £15**

Smuggling Duds are the underwear brand of choice amongst world class DJs and international athletes, from MMA superstars to sport legends. Each pair comes with their invaluable stash pocket - perfect for stashing whatever is important to you, money, credit cards, iPods, phones or any other valuables! Our advice is to stick an iPhone 6 Plus down in the stash pocket and then watch as the ladies come running! Just make sure it's not set to vibrate, or that you accidentally answer a FaceTime call!  
[www.SmugglingDuds.com](http://www.SmugglingDuds.com)



### **GRIFFIN SURVIVOR BACKPACK, £160**

This Survivor Backpack from Griffin might not be the cheapest on the market but it's probably the toughest! The main compartments are surrounded by an internal shatter-proof plastic shell and honeycombed sidewalls that provide impact protection and are sealed from rain, snow and sleet with weather-proof zippers. It is designed to protect all your electrical gubbins, including laptops and iPads, from 6-foot drops!  
[www.GriffinTechnology.com](http://www.GriffinTechnology.com)





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# Sealey

## Digital Rotary Polisher

### Features

- 1100W motor
- Digital display
- Adjustable 1000-3000rpm
- 2-handles
- 180mm Pad



If you're serious, or at least would like to be serious, about your detailing, some sort of machine polisher is a must have. The simple fact is using one of these is the only real way of removing blemishes and will always be much more effective than trying to do it all by hand. Besides hand-polishing is just plain knackered, and we can't have that now can we?

Aside from those nasty UFO-shaped buffers you can buy for 20-quid online (seriously, don't waste your cash), there's two main types of machine to choose from

– a DA (Dual Action) and a rotary polisher.

The difference between the two is simply how they rotate their pad. A rotary polisher spins on a single axis, a bit like a grinder, where a DA will spin in two separate ways creating a kind of wobbly oscillation, more like a random orbital sander. The type you go for depends entirely on the application, they can't really be compared with each other.

The double-spinning action of a DA wobbles the pad for increased heat dispersal making scorching your paint far

less likely. This makes them ideal for beginners and general maintenance. Rotary machines, which are generally favoured by the pros, create the heat all in one place which is great for quick cutting and removing serious blemishes.

This new machine from Sealey is of the rotary variety and comes in the mid-priced bracket. Let's have a look...

**PRICE: £78 (LIST PRICE)**  
[www.sealey.co.uk](http://www.sealey.co.uk)

### In the box...

The first thing to look for with any rotary polisher is that it has adjustable speeds. It's not an issue with a DA but with one of these, you really need the extra control. If it's not at least offering that, walk away.

Luckily this Sealey unit not only has a variable speed control between 1000 and 3000rpm (in 500rpm increments) but it also has a cool digital display showing exactly where you've got it set to. That's not a common thing to include on one of these either, even on the £3-400 models, so that's pretty impressive for the price. The motor is a whopping 1100Watt job engineered to maintain serious torque even at the lowest speeds and it comes complete with 2 types of secondary handle (the more traditional side handle and a pro-style, over-the-top, 'D' handle). Again having the choice is pretty unusual at this price point.

The last thing that's good to see is the all-important, quick release spindle lock. This also comes with a UK standard M14 thread so there's no messing about with spanners every time you need to change pads and equally no hassle finding proper foam pads that fit.



### Midge's verdict

The first thing you notice when you're using this polisher is, for a big old lump of kit, it's extremely lightweight. It feels substantial but in a way that a simple spot of polishing isn't the usual intensive workout.

The second thing immediately apparent is the switch design. This unit has a slider on the top rather than the more common squeeze-type trigger on the main handle. This might seem like such a small thing, but it's surprising the difference it makes to how it feels. It's comfortable and of course there's one less thing to think about when you're concentrating on not burning off your lacquer. Sure, it's a personal thing, but I like that a lot.

I also like the simplicity of the digital display (which all looks very flash and professional) and the fact it comes with a decent four meter cable. There's nothing worse than not having enough lead right? There's so many that fall down on this point.

It's a powerful bit of kit this one so, unless it's a massive scratch you're trying to remove, my advice would be to keep it moving at all times – the torque is definitely up there with the serious professional machines. In fact I don't think any pro detailer would be disappointed using one of these at all, they'd certainly save a few quid.

**In a nutshell: Good value, great spec, awesome price.**





# Star Audio

## Kenwood

### DDX4016DAB

#### Multimedia Unit £349

We love this time of year because it's exactly when all the big players start punting out all their brand new audio gear. Kenwood are no exception, they have a load of cool stuff for 2016, but when we

heard they were offering a proper, full-function double-DIN touchscreen at just 350-quid, we thought that's gotta be worth a look for this home-build-inspired issue. It's almost as if they knew...

Wanna know more? [www.kenwood-electronics.co.uk](http://www.kenwood-electronics.co.uk)

### ONLY THE FINEST DAB+

Nowadays we know all about DAB and how DAB+ is even more awesome. We realise that, at some point, all the analogue broadcasting will be shut down (just like they did with the TV) and Digital Radio is the only way of getting hundreds of top notch stations like 5 Live, talkSPORT and Capital XTRA. That said, it's still not all that common for an entry-level headunit to even have a DAB+ tuner at all, let alone one so good that the technology has been officially 'Digital Tick Approved' by the guys at Digital Radio UK. That's a big deal too, this independent body goes balls-deep with rigorous testing to ensure products are up to the task of delivering top quality tuning with crackle and hiss-free reception. This unit passes the specification with flying colours.

### KEY FEATURES

- 6.2 WVGA touch screen
- Auto Pairing Bluetooth with Hands-free and Audio Streaming
- 2-phone Full Time connection
- 3x 4VOLT Pre-outs
- Variable Key Illumination
- DVD, CD, MP3, WMA and AAC compatible
- Android Open Accessory Support



### DOUBLE UP

Bluetooth hands free and audio playback technology is something of a must nowadays and it's been around for a while, so how can you make that concept even more up to date? By making it possible to simultaneously pair two phones or devices.

It's a simple feature but one that can make all the difference if you share your car, have a separate work phone, or prefer to keep your music on a different device.

As Kenwood have designed this with both Apple and Android kit in mind, it'll even auto-pair with both platforms. It also offers full music browsing and support via the latest AVRCP 1.5 (Audio/Video Remote Control Profile) and support for SIRI dialling and voice commands (if you're on the more fruity side of the fence). In other words Bluetooth just got better.

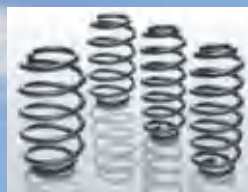
### OTHER TOP STUFF

Okay, there's one thing you can't do via Bluetooth (just yet) and that's charge your device. Luckily that's also been thoroughly covered here with a revolutionary 1.5-amp USB Quick Charge Function. It's a bit like the standard USB port we've all come to love on many headunits out there – only much more up to date.

This unit also offers full Apple device playback, Android Open Accessory support for USB streaming and an all-new digital signal processor (DSP) to keep all those audio files sounding absolutely spot on.

One last thing we particularly like is the ability to upgrade the system at a later date, there's quite a few optional bits and pieces including a parking camera (complete with built-in guide lines) and also Kenwood's excellent Navigation System Unit manufactured in collaboration with mapping giants, Garmin. You already get a massive amount of top-level tech for an entry-level multimedia unit, but there's definitely no harm in adding some more come payday.





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# Turn out the light

**AIRBAG LIGHTS  
– ANNOYING  
AREN'T THEY?**

The dreaded airbag light has always been the modder's enemy when fitting an aftermarket steering wheel or seats on any modern car and that's for three main reasons. First having it on or flashing is an instant MoT failure in the UK, which isn't good. Second, your car will automatically disable the rest of its airbags, which is worse and, the real clincher is, that little bastard will inevitably start to get on your tits after about 3-miles. Here's how to sort it out...

*If you've got one of these on your dash, then you'll need to sort it out come MoT time*



*In most cases, this is all that's needed to turn it off!*



*Always take care when removing the airbag, it is an explosive after all*



## Be Prepared

Prevention is better than cure, so if you can stop the light coming on in the first place, it can save you time and expense later. Factor this bit in as part of the job you're doing and get everything ready. The basic premise is the same for both seats and steering wheels, you need to trick the car into thinking the airbag is still fitted. To do this you'll need to fit an electrical resistor before you reconnect the car battery or turn the key for the first time. A broken circuit or wrong resistance will either tell the car the airbag is missing, or that it's faulty, and this will trip the light.

*This is the connector where the resistor should be fitted*



## Different Resistors

Unfortunately it's not a 'one size fits all' solution with resistors. They all have different values of resistance (measured in OHMS) and this needs to be specific to match the resistance of the airbag you're taking out of the circuit. The value generally changes between car models and manufacturers so a little forum hunting will be needed. Don't worry too much though – someone has always done it before.

*If you're not handy with a soldering iron, simple tape will do*



## Where to get 'em

When you know which resistor you're after it's usually a case of hitting your local Maplin or tracking some down online. Their saving grace is that they're cheap, normally well under a quid a piece, so don't be fooled by all these plug and play kits you see for a tanner or more – what do you think they've got inside them?

*Some airbag lights can be turned off with the correct scanner*



## Ready Made Solutions

Sometimes, if you're really lucky your part might already come with a free resistor kit. MOMO, Cobra Seats and a few other manufacturers offer these, the vast majority don't.

## Fitting

Unlike most electronics jobs this one isn't even close to rocket science. You just need to put the resistor across the circuit, that's it. There's two established ways of doing this when you've located the airbag feed, either solder it into the wires, or simply push it into the plug and tape it up. Just make sure the resistor is insulated with some tape, and secure enough so it can't come out.

## Light on already?

So you didn't know all this and your airbag light is already on? Don't panic, they can always be turned off. Again it's time to do your research online because, depending on your car, sometimes you can get away with resetting the light yourself by following a certain procedure of key-turning or pressing buttons in a specific sequence. For the most part though you'll either need a specialist diagnostic scanner to do the job or will have to take a trip to a local garage and hand over a few quid. Steer clear of the main dealers for this – most will really pull your pants down on the price.



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photo: Neil Sterry







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PV SHOW - 12TH JUNE - SANTA POD - [PVSHOW.CO.UK](http://PVSHOW.CO.UK)  
JAPFEST 2 - 26TH JUNE - ROCKINGHAM - [JAPFEST2.CO.UK](http://JAPFEST2.CO.UK)  
MINI WORLD LIVE - 10TH JULY - ROCKINGHAM - [MINIWORLDLIVE.CO.UK](http://MINIWORLDLIVE.CO.UK)  
FORD FAIR - 7TH AUGUST - SILVERSTONE - [FORDFAIR.CO.UK](http://FORDFAIR.CO.UK)  
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# Smoky and the Bandit...

**LEWIS PETRIE HAS GONE AND SMUGGLED SMOKY NAGATA'S TOP SECRET'S SUPER GT-R INTO THE UK. WHAT A STEAL!**





# HOT RIDE: NISSAN R35 GT-R

*Uh-huh. Oh yeah*



If you like your Japanese metal, chances are this ain't the first time you've seen this monster of an R35. It was built by the Japanese driving god Smoky Nagata as a development car for Top Secret, the world famous tuning specialists. Anything Top Secret produces gets a lot of attention, but this 1,100-plus bhp GT-R grabbed the headlines for winning the Nardo High Speed Challenge in 2013 with an outrageous record speed of 377.242kph. Yes, that's exactly 234.407mph! But, while we all dream of owning a true super-modified supercar like this, Lewis Petrie is the lucky man who made the fantasy a reality. Just how the hell did he pull this off?

"Well, it started off as a tongue in cheek suggestion and just ended up as a real opportunity" says Lewis. "But this isn't a car you can just turn up and buy. It was more of an invitation I was honoured to accept." This may seem a bit strange to us in the UK, but in Japan it's not just money that talks. Cars are viewed more personally and many will not sell a car unless they approve of the buyer.

Only after years of building a high-spec R34 GT-R with a host of Top Secret parts and visiting Japan several times was Lewis considered worthy of this responsibility.



*Oh so shiny*





**“It won the Nardo High Speed Challenge  
with a record speed of 234.407mph”**



## LEWIS PETRIE

*What got you into Japanese cars?*

“My dad had an EVO V GSR back in 1998 when there were only a handful of EVOs in Scotland. I soon discovered Top Secret and what they did, particularly the Fusion RR R34, which for me was ‘it’. That car inspired me to buy my own Bayside Blue R34 GT-R V-spec that in turn led me to Top Secret for parts to modify it. I still have the R34 too and continue to modify it.”

*Who helped you along the way?*

“JM Imports not only imported and prepared both my cars for the UK, but also helped with parts from Top Secret for the R34. Dave from DMC Performance was my man for the R34 mechanical work. However, the direct links to Top Secret and visiting them in Japan came through other GT-R owners I became friendly with, like Kenneth Blank, Jamie (the Scouser) and Johnny (from the States). Both Johnny and Jamie came with me on my last visit to Japan and it was then that the deal was struck with Smoky for the GT-R – with the help of Johnny translating!”

*So, you won't be selling this anytime soon?*

“No chance! For me it's a privilege to own such an iconic and legendary car. I only want to maintain, display and enjoy it of course!”

***You've got to take care  
of the things you love***





## HOT RIDE: NISSAN R35 GT-R

Given that this R35 is a Top Secret demo car the finer details of the build are, well, top secret! We do know the GT-R was built to a mighty spec by Smoky to serve as his own car, take on track challenges and to display at shows. This meant pushing the limits in every area possible, testing and fitting Top Secret custom parts everywhere along with the best of HKS and GReddy kit.

The priority was top speed, so as well as the extensive engine work, the transmission was heavily worked along with the chassis to allow and cope with such insane speeds. As well as the outright performance mods, the car is literally covered in carbon fibre with a stunning aero package. The most iconic change though is the colour, as the unique gold paint job is reserved only for Top Secret demo cars. It lets you know immediately this is a genuine TS car and something extremely special.

Considering this GT-R is built for outright speed, the cabin is surprisingly packed with normal things and not stripped out as you may expect. There's no rollcage, the back seat still remains and it even has carpets! Although, maybe 'normal' isn't the best way to describe it, as Bride seats, Takata harnesses, a Top Secret steering wheel and lashings of custom carbon dominate the interior.

*The interior is surprising for such a high-spec machine*







Take a seat, Sir....



“The unique gold paint job is reserved only for Top Secret demo cars”

The car's choka with Top Secret treats





A gold star

## TECH SPEC: '08 R35 GT-R

## STYLING

Top Secret G-Effect aero system package; Top Secret front bumper; Top Secret carbon DRS spoiler; Top Secret carbon boot; Top Secret over fender; Top Secret carbon sideskirts; Top Secret carbon wings (front); Top Secret carbon bonnet; hidden tow hooks.

## TUNING

Top Secret built engine – VR38 RX 4L GReddy Engine Stroker Kit internals; HKS camshaft; HKS valve springs; HKS head gasket; TD06-25G turbo set; Top Secret ti manifold and front pipe; Top Secret exhaust system TV-Pro; Top Secret intercooler system; GReddy intake piping; GReddy ECU; HKS boost controller; GReddy fuel delivery system; Top Secret surge can system; GReddy DCT cooler.

## TRANSMISSION

Kansai Service differential; Ogura clutch; Top Secret uprated gearbox internals; uprated 2-5th gear, High Speed 6th gear set for top speed runs; NEKO final drive kit; over 1,100+ bhp with 1,200Nm torque now de-tuned to 900bhp with 950Nm torque (at wheels).

## CHASSIS

Top Secret TSS coilover set; Swift spring set; Brembo brake callipers; Top Secret brake disks; Endless brake pads, Top Secret strut braces; Top Secret suspension arms; Enkei SR01MG 10x20in (front) and 11x20in (rear) wheels; Bridgestone Potenza 255/40x20 (front), 295/35x20 (rear) tyres.

## INTERIOR

Bride Zeta seats; Takata harnesses; Top Secret steering wheel; Top Secret mat set; Top Secret gearknob; GReddy 2.5 bar gauge; Top Secret custom carbon dash; door cards and centre console.

## THANKS

Jurgen at JM Imports; Dave at DMC Performance; Kenneth Blank, Jamie, Johnny, Top Secret and, of course, Smoky Nagata!

It has a real cosy cockpit feel and you get the impression it would be a comfortable, relaxing place to be while soaring past the 200mph barrier, as you do.

Elsewhere on the car, the closer you look, the more you find. Such as the hidden tow hooks. This clever design allows them to fold in behind the front bumper and rear numberplate. Also, the rear spoiler has a DRS system where hitting the brake pedal automatically adjusts the blade angle, acting as an air brake to create more drag and downforce. Really, the level of detail inside and out is staggering and overall makes this such an incredible piece of kit.

Lewis has no plans to change anything. He still feels like it's Smoky's car and his job is to look after it on behalf of Top Secret. If anything, he may alter the mapping as it's been de-tuned to around 900bhp for road use. The level of respect Lewis has for this R35 is clear and proves he is the right man for the job. Smoky and Top Secret chose wisely! **FL**



*"Really? Japan again for our holidays!"*





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# EXHAUST TECH

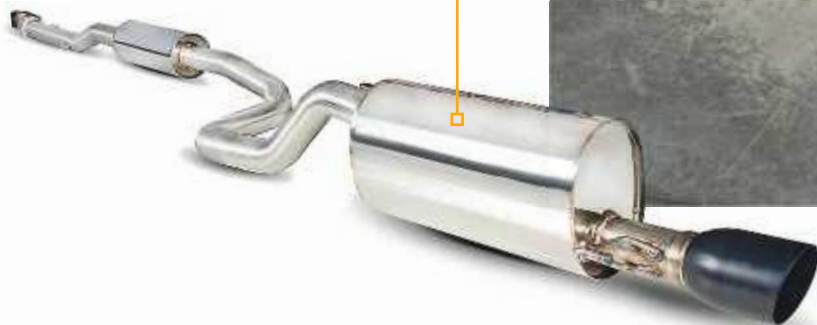
***GASSES:  
BETTER OUT  
THAN IN...***

If you're forcing more air into the cylinders it stands to reason that you'll be creating more exhaust gasses and these need to escape more quickly and efficiently. That's where a free-flowing exhaust comes in. It's one of the all-time great mods and comes with the added bonus that, if you get it right, you'll not only gain more power, but it'll look and sound pretty tasty too. In other words, you'll be wanting one right about now.



## MATERIALS

Standard exhausts are made from mild steel which, while pretty resilient to knocks and scrapes, is cheap and rusts like a bugger over time. Nowadays most aftermarket exhausts are made from stainless steel which doesn't rust and will pretty much last longer than the life of the car. There are, of course, more exotic options for seriously mental applications too. Titanium exhausts are ridiculously light and pretty-damn spanky to look at, but will easily cost you an arm and a leg... and quite possibly another arm on top.



## APPLICATIONS

All exhausts are vehicle specific – you can't just buy a load of pipe and gaffer tape your own together. That said, whether you go for a custom made or off-the-shelf item it will fall into one of these three categories...

### CAT-BACK SYSTEMS

All cars made since August 1992 require a catalytic converter to get through an MoT emissions test, so a cat-back system leaves the cat in place and bolts on right after. A larger bore midpipe and backbox take away most of the restriction created by the standard system and free up a few horses.



### BACK BOXES

As the name suggests these are just the rear section of your system and, although you'll get a slight performance gain, they're more for image really, giving you a shiny tailpipe and more noise.



### TURBO/MANIFOLD-BACK SYSTEMS

For pre-1992 cars, some imports and where free-flowing goodness is the goal, a turbo or manifold-back exhaust will see the biggest gains. These replace the whole system including that mega-restrictive cat and therefore, on newer cars, won't be MoT friendly.



## BORE SIZE

Pipe diameter is important because if it's too small, not enough exhaust gasses can escape, limiting an engine's power. That said, bigger isn't always better. Smaller-diameter pipes, while more restrictive, mean higher gas speeds, which help the scavenging effect on normally aspirated cars. This is when the gas pulses on exiting the pipe, helping to suck the following gas out far faster than it would naturally. It's this that makes designing N/A exhausts a balancing act.

For turbocharged lumps it's much simpler. Larger diameters are the king and for supercharged engines, which need a little scavenging while off boost, it's somewhere in between.

Unless you're pushing more than 350bhp though, a 2.5-inch bore is normally more than sufficient. Up that to 3in if you're looking at 550bhp and a whopping 5in if you're building a weapon of Armageddon.



*Exhausts get hot, which is a good thing for gas flow*

## GET 'EM HOT!

Exhausts work better when they're hot, because warmer gasses move faster. If you've ever had a mutton vindaloo you'll know what we mean. And that's why you'll find many racecars and big tuner motors with exhausts wrapped to keep the heat in. If you're really feeling flush, ceramic coating can be had for less than the cost of a semi in Scunthorpe (not much less mind).



*Choose your tailpipe design carefully*



## TAILPIPES

It's not just the exhaust bore or the amount of silencers in the system that changes the note of your exhaust, the tailpipe design is pretty important too. Generally speaking, larger pipes give more noise, and that makes it worth considering where you point 'em too. Think of it like a trumpet sticking out of the back of your car. Choose your style with your ears as well as your eyes!



## MANIFOLDS

Another worthy addition to your exhaust setup is a tubular manifold (or a 'header' if you happen to be American or Australian).

V-configuration engines need one per head, while on most 4 and 6-cylinder engines, a stainless steel or mild steel tubular manifold will bolt to the exhaust side of the head replacing the standard, usually cast iron, item.

On a Scooby's boxer engine, the manifold bolts underneath, but the principle is still the same. It not only saves weight, but improves gas flow for significant power gains.



## DUMPING THE CAT?

The fact of the matter is, on some cars, a simple downpipe or de-cat can give you an instant 20bhp hike. This is because they replace the most restrictive and power-sapping part of your exhaust system, the dreaded catalytic converter.

On a turbo car a downpipe will generally bolt onto the turbo and, on other cars, straight to the exhaust manifold. Remember though that pretty much every car needs a cat to get through an MoT emissions test. So replacing them is for, ahem, 'off road and race use' only... if you catch our drift.

## THE PLOD

In the UK there's no maximum noise limit for exhausts on production cars, only on kit cars and motorbikes. It is an offence, however, to modify your exhaust to be louder than standard, so don't go too mental. If you're shaking shop windows, you take your chances with the fuzz.

## GAINS

You'll see a gain from just about any aftermarket exhaust, but how many raging horses? Well, that depends on the design and how much standard restriction it has taken away. Just be realistic and you're less likely to be disappointed.











# THE AMERICAN DREAM

***IT'S NOT JUST THE US WHERE IT'S ALL ABOUT THE GREEN.***

**Y**ou'd be forgiven for thinking you're looking at some sort of immaculate American Golf here and that we had to fly our fat 'limey asses' all the way across the pond to shoot it. But no, it's actually a European car, a UK car in fact – the steering wheel's on the correct side and everything.

You see, squatting on Corvette wheels, with its funny-sized numberplate and running lights in the front bumper Adrian May's VW appears to be as American as handguns, hamburgers and dying of heart attacks, quite suddenly, on the toilet. Shit, there's even a cute (not to mention legally required) sign on the driver's mirror warning that 'objects in the mirror are closer than they appear.' Handy if you're a visiting US Citizen, or just stupid.

The truth is though, even if you happen to be called Brad and live in Wisconsin this still wouldn't be a easy car to build, so it's all the more surprising that the whole lot was put together in sunny Chelmsford... and not the one in Massachusetts either.

It's easy to see that the challenge here must have been as much about its geographical location as the all American inspiration behind it. Sure, this may be one of the cleanest USDM-styled cars we've seen in FC, period. But the fact that it's been painstakingly crafted on our shores suddenly opens up a whole new background of pain for the owner. I mean, nowadays the majority of these Mk3 parts are hard enough to get hold of in the land of Mom's apple pie, but over here it's almost impossible. And we all know that 'impossible' in the UK is actually spelt E-X-P-E-N-S-I-V-E.

Adrian knows these facts all too well. It's taken him nearly a decade to track down the





right base car, with just a few of the right USDM parts, to even make a start on building his dream motor. Finding a suitable Golf was a 'Wanted, Dead or Alive' kind of deal, a veritable needle in a haystack, but amazingly this one even came freshly painted in almost the right colour. Not quite the 911 Green he was dreaming of, but an extremely close-shade of VW Camper Green, how's that for fortunate?

I suppose watching and waiting for that long has also been about damage limitation in the wallet department. With a project like this you could easily find yourself shelling out over 700-nicker for an unpainted front bumper alone... and that's in the Queen's money not the President's. There's no denying spotting a Mk3, complete with the sort-after US bumpers and a tailgate is a lucky find. But the fact that Adrian literally buys and sells cars every other day seems to make it feel even luckier. Statistically speaking, working in a huge VW breakers, he'd always be the bloke to get his hands on something like this, but it's still taken a fair amount of time. And that gives you an idea of just how rare these things are.

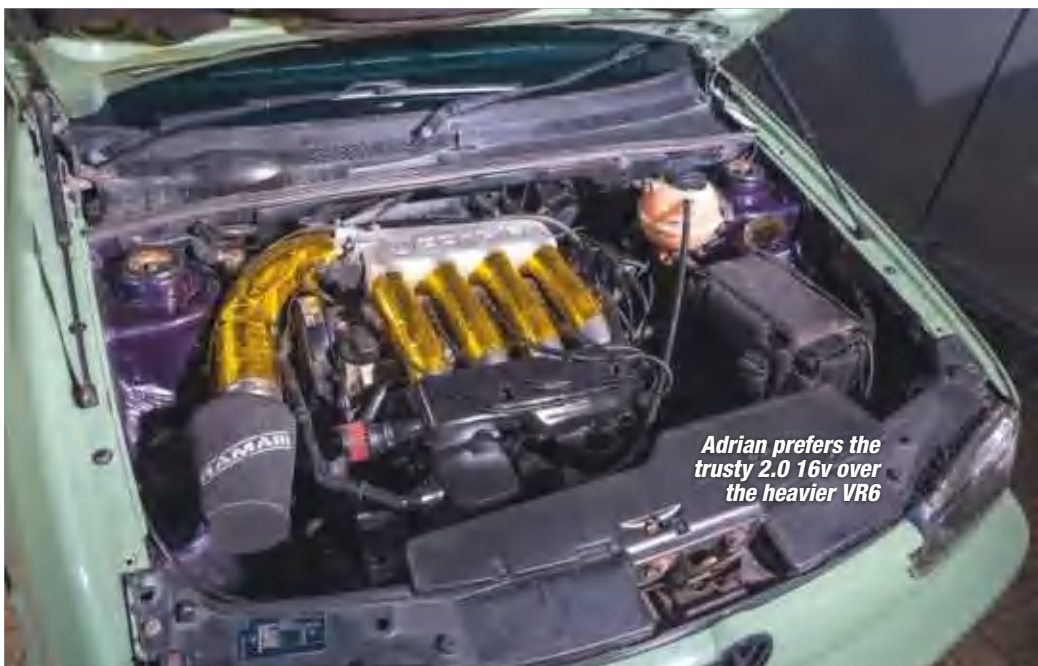
Anyway, when you talk to a bloke who's personally owned over 150 cars you expect him to be at least 70, not a 30-year old who just can't help himself. Like we said, he buys and sells a lot of motors but none of it's for massive profit, it's more for the simple love of driving different cars. In fact, Adrian says he's

happy getting "a drink and a bit of free motoring out of it," and that's hardly in line with the usual American dream of amassing an almighty stack of green bills. I mean, wasn't it uber Yank capitalist, Gordon Gecko who said "Greed is good"? I guess he may have been right for Wall Street, but it doesn't look like that's what's going on here. In fact, I know Adrian's been offered some serious wedge for his Golf, on more than one occasion, so what makes this car different to the other 149? It's his ultimate dream build,

the one he wants to keep.

It's easy to see why too, this little VW compact isn't overly outlandish or ridiculously flashy and he's not gonna feel a prat driving it. Even though the final bill would make anyone's eyes water it's understated enough not to be vulgar. And that's the whole point.

American-inspired isn't usually a byword for class and restraint, but that's exactly what Adrian's achieved. You could almost call this car Euro-style. Although we like to imagine it's simply the perfect mix of both.



**Adrian prefers the trusty 2.0 16v over the heavier VR6**





*It's Porsche Leaf Green if you were wondering*



## ADRIAN MAY

***You must be pretty dedicated to change Camper Green to 911 Green?***

"It's actually the colour I've always wanted, but I changed it mostly because the car got nicked and banged up so I had to have it repainted."

***With those rare parts you were lucky to get it back at all!***

"I know, although it was only gone for 3-hours. I got a call from a mate asking who just drove my car past him, so it didn't take long to find it. I don't think the kid was expecting us on his doorstep quite so soon anyway. He didn't exactly have time to strip it."

***Blimey, I suppose you had to sort him out and bury him in the breakers yard like in the movies?***

"Let's just say he paid for the damages and the paintjob... and no one's seen him since."

***You're joking!***

"Of course I am you tool. It's Chelmsford not Compton."



*Corvette 'salad shooter' wheels are just epic*



***One of the many carbon-skinned components***



***The devil is in the detail – Euro spec CL lights, Kamei vents, and black Anniversary badge are all easily overlooked but add to the effect***





One thing's for sure, like many a great Euro ride this Mk3 is all about the finer details. It's not just the obvious stuff like the more recent 911 Green respray, König recliners or Chevrolet Salad Shooters that are so sweet they actually make your teeth hurt (which is pretty novel for something with the word 'salad' in it's name). Look closer and you'll find a multitude of other stuff Adrian's added along the way, many being all too easy to miss the first time around. Take details like the Polo rear door handles, US Spec centre console and all those DIY skinned carbon parts, did you immediately spot them? There's a whole lot more besides.

Personally I like to think I know my VWs, I've had more than a couple myself, but I'm not all that confident I'd even notice most of the mods if they hadn't been pointed out. And that's just one thing that makes this a truly great car.

The truth is this car has been built in a way that can only be done by a bona fide VW expert, and that even includes the choice of engine. Of course, most people believe that the top-of-the-range VR6 is the lump to have in the Mk3 but Adrian makes a good argument for the smaller GTi power plant. As he explained, Volkswagen engineers had to physically detune these 2-litre ABF motors to 150bhp otherwise they would have made around 170bhp. Not good when your flagship

2.8-litre model only puts out 174bhp and is far heavier. Arguably these 4-pot cars were always a better choice over the big 6-cylinder, especially with some light tuning. But let's just say that, naturally, Adrian's engine has been treated to a full complement of tweaks to ramp up the power even more.

What's also not immediately obvious is just how low this car is. With some top notch KW coilovers this thing is actually in the weeds more than just about any static dropped Mk3 out there. You may think you know different but bear in mind that US bumpers come up

about 4-inches higher than their European counterparts. With a normal UK bumper and splitter it'd actually be touching the floor!

I guess with the cash Adrian's sunk into this modern classic, it may have been cheaper to emigrate but that's kind of missing the point. What's important is that, in USDM terms, this Golf is about as close to genuine as it's possible to get outside of North America. I'm sure when Adrian gets round to the final phase of a full cage and left-hooker conversion even the biggest VW nut will have a job telling the difference. **FC**





*Static drop is particularly impressive, especially considering the US bumpers sit higher than their UK counterparts*

## STYLING

US-spec rear tailgate, rear bumper, front bumper with running lights and driver's mirror, VR6 Highline rear badge, smoothed washer jets, smoothed front wings, Vortex rear spoiler, CL lights all round, Polo rear door handles, E-code headlights, Kamei front air intakes, Anniversary Black front badge, resprayed in Porsche 911 green.

## CHASSIS

8.5 and 9.5x16-inch diamond cut Corvette Salad Shooters, 25mm G23 adapters, KW Variant 1 coilovers, VR6 288mm brakes.

## INTERIOR

BBS steering wheel, Konig R5000 front seats, US-spec cup holder, OBD cover, central locking switch, rear seats and centre console, carbon fibre skinned rear view mirror, centre gear stick surround, mirror blanks and sunroof switch, Polo GTI seatbelts, black headliner, grab handles and sun visors, Porsche floormatts, Audi TT pedals, Mk3.5 gearknob, VR6 Highline doorcards.

## TUNING

ABF 2.0 16v, ported throttle body, short shift, Superchip, 4-2-1 manifold, gold heat wrap, RamAir filter, de-cat and centre exhaust box delete, US-spec radiator cover.

## THANKS

Fast Car for featuring car number 4, Elliot at Wheel Whores, Dave blows for countless hours working on the car, Howard and Russel for the paintwork when car was stolen, Ricky cooper for detailing the car and C for all her patience.



## Gawd Bless The USA!

The Americans certainly have some weird regulations for cars, things like high bumpers, mandatory reflectors and having the steering wheel on the wrong side. But, considering you don't need an MoT and can drive at 16, they have some pretty mental driving laws still on the books too.

In California it's illegal to jump from a car moving more than 65mph or to shoot any mammal, apart from a whale, from the window of your car. In Rhode Island you're required to make an audible noise when passing another vehicle and both Tennessee and Mississippi have laws that mean female drivers need a male flagger walking in front of the vehicle. In Oregon you have to yield to pedestrians when you're driving on the pavement and in Kansas you face 3-months in the slammer for squealing your tyres. Our favourite law though has to be from Minneapolis, where you can't drive a red car on Lake Street at any time - watch out for that one, the police have guns you know.



*Cheeky Konig seats are a nod to the Golf's German origins*





*Hello! Haven't we seen you somewhere before?*



*This is what happens when Bentleys take steroids*



*Mansell's FW14B from when F1 was exciting*

# Autosport International

**THE TRADITIONAL SHOW SEASON OPENER WAS ONCE AGAIN HELD AT THE NEC. WE CHECK OUT THE MOTORSPORT MAYHEM...**

**Y**ou may think it's kinda strange that one of the biggest events in the UK takes place when you can practically still taste the Christmas turkey. It seems weird that the guys at Autosport feel the need to ram-pack Birmingham's massive NEC pretty much as soon as the last New Year firework has faded into the sky but, in my mind, that's nothing short of utter genius.

You see, for the most part, January sucks so if there's one thing

guaranteed to cheer things up a bit it's a nice, warm indoor event showcasing the very best the racing car world has to offer.

It certainly works too, and that's probably why the show is now in its 26th year.

Think of it like this, it's a new year, a new start and a new chance to get inspired by some of the world's finest motors, parts and accessories from every level of motorsport. That's gotta be worth a look. Roll the pictures...







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If you're into F1 Autosport is the place to go

## The ladies

It has to be said that the exhibitors are out to impress at Autosport and that's clearly why they all break out the big guns with the hottest promo girls their massive marketing budgets can muster. Now, while it's true there's not too many milling about on the trade-only days, probably because it's full of so-called 'professionals' (like me and Jules) talking business, pretending to be serious and trying not to laugh when some engineer says the word 'flange.' There's still an army of lycra-clad ladies who turn up at the weekend all highly trained in the art of making you want to buy absolutely everything. Never has shopping for mods been so entertaining.



There was some surprisingly trick kit on the Ford stand



# Top Motors



Bruce Holder's Porsche is about as cool as it gets



## Rusty 911

Even though there were mixed reactions with some of the more stuffy motorsport fraternity, this Canadian import has to be about the coolest racecar we've ever seen – just check out that well-earned (and accidental) patina! Found on the London Motor Film Festival stand, apparently it was a mint, concours example owned by the President of the Porsche Owner's Club... right up until it caught fire. Since then it's been rebuilt, modified and used for chump car racing before being shipped over to our shores. You'll be seeing a lot more of this one in FC soon, we promise.



## MStyle M4

The F83 M4 Convertible has been on the market for about 15-seconds and is a serious bit of kit already, but that hasn't stopped the bods at MStyle developing a whole load of sweet enhancements and pushing up the grunt to a mind-boggling 620bhp. In fact this bastard is so powerful we wouldn't be surprised if it doesn't actually move at all, it simply sits still and pushes the world round backwards with those huge forged 20s. The definitive supercar-slayer.





**Jaw-dropping Noble M600 was just one of the many cars unveiled at the event**

## New Cars

Of course Autosport just wouldn't be the same without a huge selection of road going supercars, you just can't walk for more than 4-paces without falling over some seriously high end kit. The kind of stuff that makes you wish you'd worked harder at school.

What's good to see though is that it's not just the usual toys you'll see cruising round Knightsbridge or the carpark outside Old Trafford, there's also some seriously off the wall stuff too. Just check out this full red-carbon Noble M600 for starters. Bonkers!



## Old Cars

When I say old cars, I don't mean the rusty old shite they bang on about in the classic car mags. Here we're talking motors of historical importance, big money classic racers and road-going icons for the more discerning collector and connoisseur – not the sort of stuff you'll find parked outside Wayne Rooney's house.

It's a sight to behold because many of these motors are so rare and expensive they don't exactly get out much – it's actually a privilege to be able to see them in the flesh (*you mean metal – Jules*).



## New Gear

If you can drag yourself away from the cars for long enough you'll realise that this well-established event is all about showcasing the freshest tuning products that will be hitting the shelves this year. In fact, the show is basically a massive trade arena bursting with just about every part, service or accessory you can imagine – and quite a few most of us can't.

All this makes it a massive deal in the industry, and that's why you'll find just about every big player from every corner of the planet in attendance. If you've got something cool to flog, it's definitely the place to be.

## Random Racers

Feel the need for speed? You certainly will after this one. Yep, there's a reason they call this 'The Racing Car Show' and it's because it's rammed with more motorsport-type vehicles than any other. It's not limited to cars though, there's everything from monster trucks to powerboats and all the weird and wonderful stuff you'd expect in between. Basically, if it's fast, you'll find it right here.







### WTF?

Autosport is always a show of firsts. It's the first event of the year, historically the first UK motorsport show and officially the first FC outing where someone's tried to flog me a set of hair straighteners. Yeah, good luck with that luv!



### We are the Champions

Obviously the cost of many of these classic racers runs in to millions but perhaps the most expensive trinket on display wasn't a car at all – it was a lump of silver insured for 350-million quid!

If you're a football fan you'll recognise this beast as the Premier League Trophy and we found it on the Yokohama Tyres stand to celebrate their recent Chelsea FC sponsorship. Admittedly it took us a while to realise it was the real one, although the two massive security guards should have given us some indication. They wouldn't let us lift it up either so, feeling brave, Jules decided the only thing to do was touch it and do a runner. What a guy!

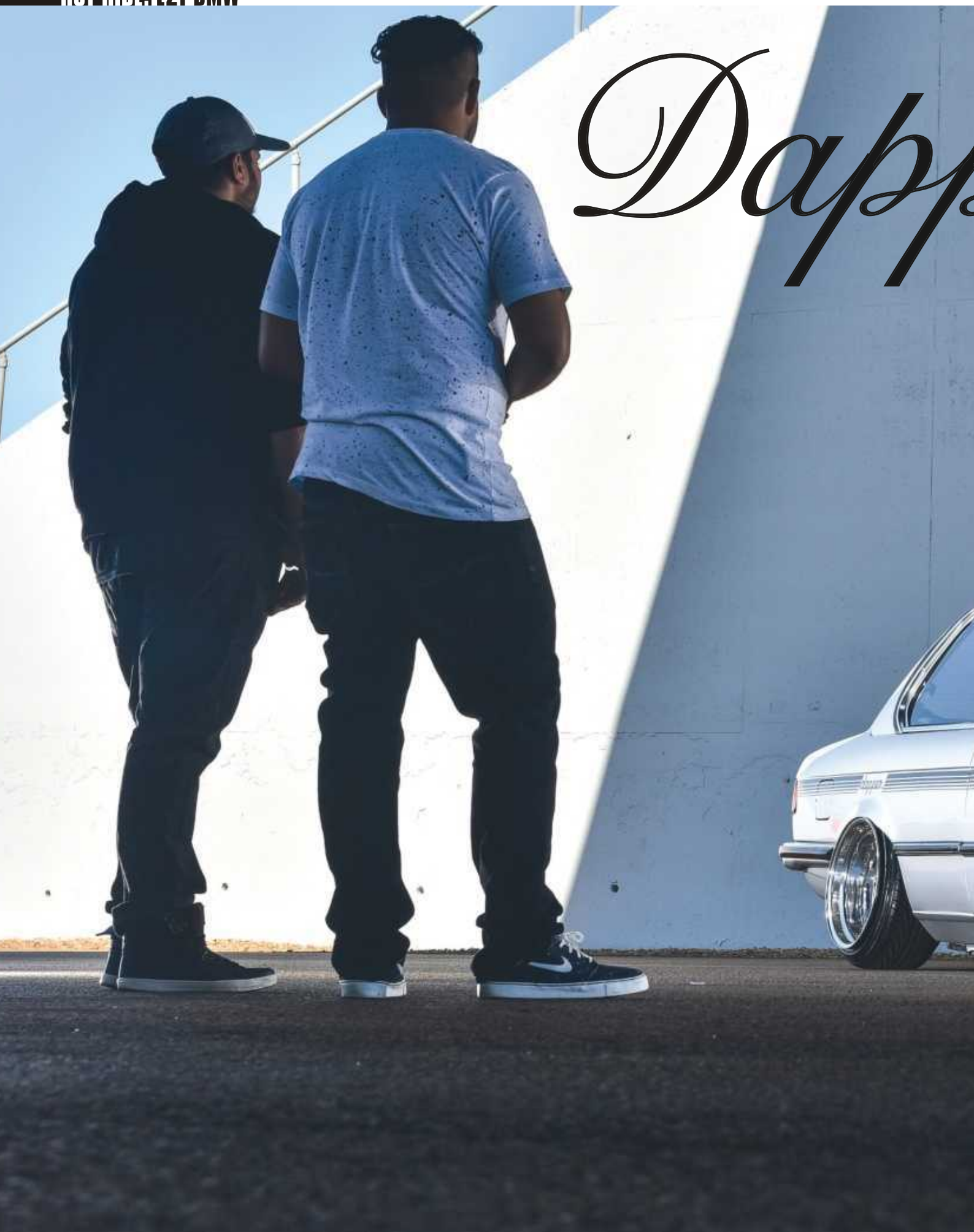


### Go Next Year

Autosport International will be hitting the NEC on 12-15th of January next year and, being show number 27, it'll no doubt be bigger than ever. Keep an eye out for updates on: [www.autosportinternational.com](http://www.autosportinternational.com)



# *Dap*





# ber Laughs

**TO MANY, PRAKASH'S SUPER-RETRO 3 SERIES IS ONE OF THE COOLEST LOOKING CARS CURRENTLY ROCKING THE UK'S SHOW SCENE. BUT DIG A LITTLE DEEPER AND YOU'LL SOON DISCOVER THIS IS MUCH MORE THAN JUST A PRETTY BMW...**



**Y**ou've no doubt spotted some killer show cars in recent years proudly rocking the Dapper sticker on their flanks. But did you know that getting your hands on such an accessory is a strictly invite-only affair?

Created a few years ago by American car lover Rodolfo Lamaestra, the 'Dapper Fam' was initially nothing but a group of stanced car lovers out in the States. But pictures of the group's awesome rides soon spread like

wildfire across social media, leaving the world dying to know more about the Dapper brand and how they could get involved. Rodolfo now hand-picks rides from across the globe to represent his extended car family, and Prakash Thanky here is the proud owner of one of the UK's finest offerings to the club – this old-school E21 BMW with more than a few tricks up its sleeve.

The finely judged details scattered around this incredible build are enough to tell you that

this is by no means Prakash's first BMW. In fact, aside from a couple of embarrassing car decisions made early on, his car history is almost entirely made up of Munich's finest motors. While these were mainly 90s performance-orientated static show-stoppers in their own right, Prakash had a brainwave a few years ago to create something slightly more retro.

"The car was bought from eBay for £500," Prakash begins the story. "The owner had





*It took Prakash a while to get wheels he was happy with*

sadly passed away so the car had been sitting around for over eight years, and was on very low mileage." This blank canvas was an example of one of the first generation 3 Series BMW produced, and boasted a not-so-monstrous 2.0-litre straight six lump and three-speed auto 'box.

The car was taken back to Prakash's car garage in Letchworth, which he owns, and promptly stripped back to the bare shell to address some minimal signs of rust which had started to rear their ugly head. "I knew exactly the look I wanted to go for before buying the car," Prakash says. "It was always going to be that smooth combination of Euro/ Cali and OEM+ styles which look great on these cars." The shell was also treated to a full re-spray in the original and deliciously simple Polaris Silver paint scheme to bring out the retro lines to their fullest. With the shiny motor now back in one piece, the next job

on the list was to address the elephant in the room – the standard ride height.

Going for a static drop had treated Prakash well for most of his other car builds, so initially a home-made set of coilovers were created and run with various BBS wheel combinations, as Prakash got used to the old-skool two-door.

"I wasn't happy with the auto gearbox," Prakash admits to us. "My mate Ben soon told me there was an M50 engine with a manual gearbox for sale, so I soon bought it

and went about installing it." This 2.5-litre straight six was pulled from a mid-nineties E34-shaped BMW 525i, so remained in the car's bloodline whilst promising a whole lot more driving fun when shoehorned into Prakash's little car.

With a full engine and transmission swap casually undertaken, the car now drove like a dream according to our proud owner here. But there were still a lot of issues to address before he was truly happy. "I tried some more BBS wheels on the car, but it was sitting too







*A 2.5-litre BMW  
straight-six. Lovely.*



**“It’s not hard to see why there’s so much love around at the moment for this E21”**



high and the wheels I had chosen were too small.” Prakash reveals. “This is when I opted for air suspension. I’ve never had it on a car before, but after the install I instantly fell in love with the car again. It felt like a new car and you don’t have to worry about driving down certain roads!”

Prakash used this new-found motivation to fuel his current wheel choice – these simply awesome Carline CM2s with custom staggered dishes and gold hardware. The heavily polished works of art work look nothing short of perfect when Prakash drops the car to its lowest setting. Looking at his wheel history just for this car though, be prepared for them to change at a moment’s notice – this is one man who likes to keep us on our toes!

So, modern engine swap complete and the nigh-on perfect stance nailed, where next? Heading to the inside of this E21 thankfully keeps the pulse racing more with some inspired, unique features. Touches like the up-rated E24 6-Series front Recaro seats and the E28 centre handbrake console fit so well in here you’d have to be a proper BMW nerd to notice they weren’t standard. The OEM+ theme is certainly strong with this one...

It’s not hard to see why there’s so much love around at the moment for this E21. We can see exactly why it was initiated in the Dapper family, and why it wins trophies at

pretty much every show it attends. But there’s more to it for Prakash. “It’s not about the awards, it’s about the cars for me,” he modestly says. Which probably explains why under the surface, we find mods like that engine swap which so many show cars would happily do without. “It drives so nicely and has more than enough power, which people don’t expect!” he laughs. As a result, this has to be one of the most complete cars we’ve had the pleasure of clapping our eyes on in a very long time. **FA**



**Enough room for a piano**





## TECH SPEC: E21 BMW

### TUNING

2.5-litre BMW M50B25 straight-six engine conversion from an E34 525i; custom modified sump; custom exhaust manifold; custom 3in Flow Dynamics stainless steel exhaust system.

### TRANSMISSION

Five-speed manual gearbox conversion from an E21 323i; organic sprung sports paddle clutch; BMW Z3 short shift; 323i propshaft.

### CHASSIS

9.5x16in (front) and 10.5x16in (rear) fully re-built polished Carline CM2 three-piece wheels with gold hardware; 195/40x16 (front) and 215/40/x6 (rear) tyres stretched by Specialist Tyres; custom centre caps; custom Air Lift V2 air suspension system with performance shocks; BMW 323i brake callipers with EBC Red Stuff pads and up-rated Goodridge braided brake lines.

### STYLING

New rear arches welded in; new inner and outer sills welded in; single headlight conversion from an E21 316; custom front clear indicators and tinted rear indicators; smoothed rear aerial hole; smoothed rear model badge; de-spoilered and smoothed; original Autoplas rear window louvres; colour coded body panels; modified front subframe; custom vinyl stripes and Dapper decals.

### INTERIOR

E24 6 Series front Recaro seats; E28 centre handbrake console; Alpina gearknob; Alpina wooden steering wheel.

### AUDIO

OEM Becker BMW Bavaria cassette player unit powered by hidden iO Play2 wireless kit; up-rated Hertz speakers.

### THANKS

My Mum and Dad for putting up with me; my brother Jay and my friend Ben Dewen for helping me on the long weekends and late nights; Owen Spencer for getting me into BMWs and a big shout-out to the UK Dapper family for helping me make the car what it is today and supporting me.



*All class*



*What a tasty rear end*







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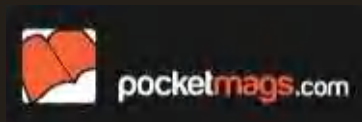
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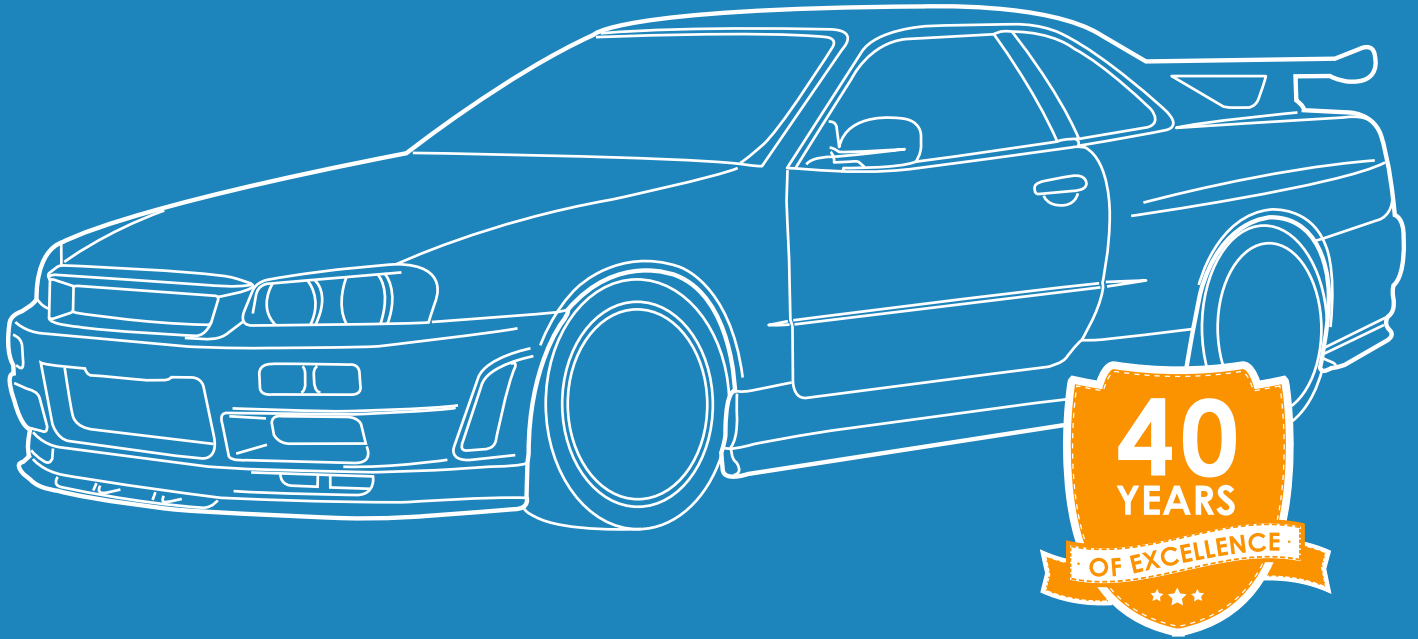
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## FASTPROJECTS

	<p><b>SLIM JULES' BMW 335i</b> <span>P94</span></p> <p>It's back to MStyle for a complete makeover for 2016. If only they could sort Jules' look out too!</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, green, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: ADVAN TYRES • AIR LIFT AIR RIDE • 3SDMS • HYBRID TURBOS • MILLTEK EXHAUST • FORGE FMIC</p>	
	<p><b>MIDGE'S AUDI TT 225</b> <span>P96</span></p> <p>Midge gets a timely boost for all his hard work on the TT!</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, green, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: PORSCHE 987 SEATS • 3M WRAP • SCORPION EXHAUST • FORGED 225 ENGINE • AIR LIFT AIR RIDE</p>	
	<p><b>MARK'S MAZDA RX-7</b> <span>P98</span></p> <p>The RX-7 suffers a breakdown but for once it has nothing to do with the rotary engine...</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, green, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: ROTA OPTION RIMS • CONTINENTAL TYRES • HKS T51R SINGLE TURBO CONVERSION • RECAROS</p>	
	<p><b>INITIAL G'S HONDA CIVIC TYPE R</b> <span>P99</span></p> <p>G has had a wheely good month... if you get our drift.</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, green, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: TDI NORTH K24/20 N/A MOTOR • TITAN M/S ITBs • YOKO ADO8S • TAKATA SEATS AND HARNESSSES</p>	
	<p><b>TRICKY'S PUG 309 THUNDERSALOON</b> <span>P101</span></p> <p>Tricky gets his HANS on a shiny new helmet!</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, green, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: COSWORTH YB ENGINE • ELITE SEQUENTIAL BOX • CUSTOM ALL-METAL WIDE-BODY • OMP WHEEL</p>	





*The bumper and wing took the brunt of the impact*



*It looks okay from this side!*

## JULES' BMW 335i

**TO EVERY CLOUD THERE'S A FROZEN DARK GREY METALLIC LINING. LOVELY...**



There seems to be a lot of doom and gloom going on in this world at the moment, I tend to steer clear of watching the news because to be quite frank, it's bloody depressing! Somehow though it still finds its way into my news feeds, ISIS this, natural disaster that, blah blah! But contrary to what Sir Trevor McDonald and Huw Edwards would have you believe, there are some good people in this world.

It might be a small thing in comparison, but the other week while taking a family break at Center Parcs, someone reversed into my car. Now, nine times out of ten this person would have just driven off, there were no cameras about and I doubt anyone would have seen it because they'd have been busy sliding down the rapids or playing tennis. But the lady who accidentally caught my front quarter, didn't just write me

a note but went out of her way to find me! I was so taken back by her honesty that it actually put me in a good mood. I rarely get annoyed about stuff like this anyway, but I was even less bothered considering I was planning on getting the car resprayed anyway. It just gave me that kick I needed to book it into the bodyshop and get the work started. And started it has.

The E92 is now back in the safe hands of the guys at MStyle, who won't just carry out the repairs on the car but also give it a completely new look. My plans of a Frozen silver hue have slightly changed and I've now decided on a Frozen dark grey metallic, mainly because I wanted some gloss black detailing and I feel it would have been a bit harsh against the silver.

No doubt I'll add some more goodies to the car while the work is carried out, as

MStyle boss man Paul, has a habit of talking me out of my hard earned cash.

### THIS MONTH

#### PARTS

Damage Repair.....£550

Total .....£550

#### Contacts

[www.Mstyle.co.uk](http://www.Mstyle.co.uk)

### NEXT MONTH

*I take a trip to MStyle to see how the transformation is going. Exciting times.*





*It won't be this colour  
for much longer!*

*Inspiration for the respray,  
but maybe not with the  
orange bits...*



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*This is how Midge spends his weekends. True story*

# MIDGE'S AUDI TT 225

## **SORRY MOTHER IT'S RUBBER, RUBBER, RUBBER AND RUBBER...**



I get my fair share of voicemail messages but my favourite one of this month has to be from my rather angry mother, I only wish I could play it to you because I literally piss my pants every time I hear it.

"Thanks James, it's 7am and I've just had to run down the stairs in nothing but my dressing gown to take a delivery for you. I don't mind a T-shirt or something but four bloody tyres? Can you please send them to your place next time? And come and get them out of my hallway you little sh... duhhhhhhhhhhhhhhhhhhhh."

So basically my new Yokohama tyres are here, although unfortunately my drive is empty.

Now, if you can remember as far back as the last issue, you'll recall that I dropped the TT over to engine tuners extraordinaire Sanspeed for a spot of mapping. Well, a few days later I got a call to say the power run on a stock map was bang on the standard 222bhp even though I'm running low-comp pistons which usually sap a little. They said the build was solid and they were good to crack on with sorting the fuelling and cranking up the boost. They also reminded

me that my MoT is due in a few weeks and warned me that the insides of the tyres are balder than my rather shiny bonce. So, even though I was gonna wait until I've decided on some new rims for 2016, needs must and I ordered a set... and immediately forgot all about it. Sorry Mum.

The good news is, I'm pretty sure I'm going to be running the same size wheels, or thereabouts, so I'll scrub these new boots in and swap 'em over onto whatever rims I choose. I definitely want to keep them because super-sticky Advan Sports are generally regarded as everything you could ever want in performance rubber. A-rated for wet grip and pretty rubbish on fuel economy they match the TT perfectly. They'll also be a must when we finally get some power out of the car, although it looks like that's gonna be a little while yet.

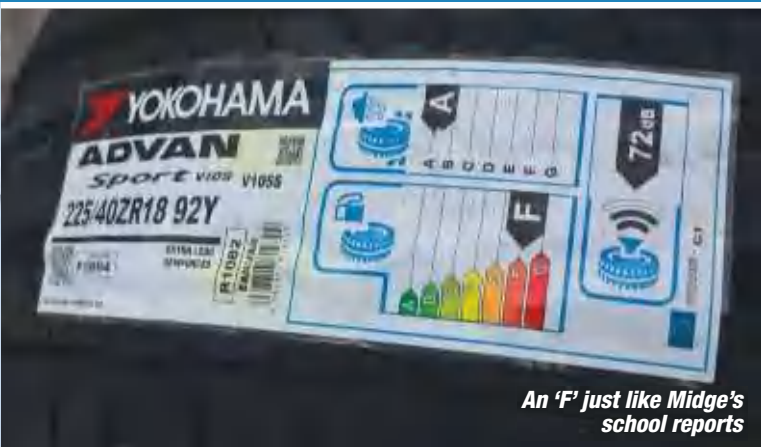
The custom mapping is going pretty well, my Deatschwerks 550cc injectors are fitted along with a high-flow fuel pump and the boys have been busy testing out a 4-bar fuel regulator. One key problem though was that the new turbo was only making 1.1bar of

boost (0.3 bar over standard) meaning a strong but paltry 250bhp. Now I know for a fact these Stage 4 turbos should make around 1.6-1.8bar and for my spec, even with lower compression, we should be seeing nearer 280bhp-290bhp so we clearly had a problem. As it turns out the actuator just couldn't cope and was cracking open at 0.3 Bar instead of 0.6 and letting out a load of that precious boost. With that in mind it took me about two seconds to decide to fit an uprated unit and another two to ring up Forge Motorsport to order one.

Now I know this little stunner will work because I've had similar versions from Forge on a couple of cars before. They've been making these top-notch items for years now and they're quite simply some of the best in the world, certainly good enough for my little Audi. The advantage with these is you can manually change the spring to adjust the load meaning you just can't go wrong.

Anyway, as I write this, the new item will be winging its way through the post for a nice early delivery to my Mum's house. I'm turning my phone off.





## THIS MONTH

### PARTS

Yokohama Advan Sport Tyres, ..... £296  
Forge Upgraded Actuator, ..... £141

Total ..... £437

### Contacts

[www.sanspeed.co.uk](http://www.sanspeed.co.uk)  
[www.yokohama.co.uk](http://www.yokohama.co.uk)  
[www.forgemotorsport.co.uk](http://www.forgemotorsport.co.uk)





## MARK'S MAZDA RX-7

**HELLO DARKNESS MY OLD FRIEND... THE MIGHTY MAZDA FINDS ITSELF ON THE BACK OF A RECOVERY TRUCK**



You know that feeling of impending doom when everything's been good for far too long? That's RX-7 ownership in a nutshell.

This month was supposed to be spent jazzing up the interior with a set of Recaro Pole Positions and carbon fibre trim. Instead, it ended up on a flatbed recovery truck. Who'd have seen that coming?

Seeing your car on a flatbed sucks as it almost certainly ends with a big bill. But this time was different, and to be brutally honest it was actually kind of a relief. That's because the Mazda's infamous rotary engine is still good as gold! The gearbox on the other hand has seen better days...

It's not really a surprise, either. With a twin-plate clutch fitted, super-sticky Toyo R888s and 430bhp on tap the RX-7's drivetrain has taken a fair beating over the past few years. The solution? Fit either a new or uprated gearbox along with a few other key parts to help reduce the stress on the 'box, especially when launching.

So it's not great news this month, but it's definitely not bad news by RX-7 standards. On the plus, the money saved on fuel should pay for a few more goodies ahead of the

2016 show season...

See more of the build @mark\_scenemedia on Instagram.



### THIS MONTH

#### Contacts

**Regal Autosport**

02380 558636

[www.regalautosport.com](http://www.regalautosport.com)

**Toyo Tyres**

01933 411144

[www.toyo.co.uk](http://www.toyo.co.uk)

**Wheel Alignment Centre**

02380 332906

[www.wheelalignmentcentre.co.uk](http://www.wheelalignmentcentre.co.uk)

**Alcon Brakes**

01827 723700

[www.alcon.co.uk](http://www.alcon.co.uk)

### NEXT MONTH

*Bolt in the Recaros, it's time to hit the track.*





***Fifteen52 alloys should be bolted to G's Civic by the time you read this!***

# INITIAL G'S TYPE R

***THE NEW WHEELS HAVE ARRIVED, WHOOP WHOOP, PLUS PLANNING FOR THE UPCOMING SHOW/TRACK SEASON***



It's like Christmas all over again with the arrival of my spangly new Fifteen52 rims, I cannot wait to get these shod in some of Yokohama's finest rubber and then get them on the little Honda, I cannot help but think they are going to look rather swish.

The festive season is behind us for another year, and now we're in the midst of another great (and damp) British winter, there is no better time to start making a list of jobs that need tidying up, plus a few new tweaks to the little Civic in preparation for the upcoming season.

One of the main things I need to take care of is my poor flaky carbon bonnet. I've had this for quite a while, in fact it was one of the first things I did to the car way back when I first acquired it, and it has now covered over 130,000 miles, so the top coat is looking a little worse for wear. Water gets under the stone chips and then the clear coat starts to flake. So I'm looking to get it over to a body shop to be stripped back and have a new clear coat applied, that should help neaten things up nicely.

Whilst that is being sorted I can get the



***Time for a refurb***



new front lip from Fiberworx on and painted. And with that complete I'll go for a full on detail and I think she'll be ready.

Then it is just a case of getting that LSD on and some nice new coilovers. As it happens Tein have some swish new dampers out that even have a GPS sensor to control damping according to speed, (What? Will it work at 28mph? – Jules) how trick is that? So time to fire up the old internet and get shopping, just don't tell the missus as she told me no more car parts till we get a new sofa!

## THIS MONTH

### PARTS

Fifteen52 Turbomac wheels 8x17 ..... £225each

Total ..... £900

### Contacts

**Fifteen52**

[sales@fifteen52.co.uk](mailto:sales@fifteen52.co.uk)

[www.fifteen52.co.uk](http://www.fifteen52.co.uk)



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## TRICKY'S PUG 309

**WITH NEW SAFETY REGULATIONS FOR 2016, TRICKY TAKES A TRIP TO THE AUTOSPORT SHOW TO LOOK FOR A NEW HELMET...**



You'll no doubt have already seen your favourite F1 driver wearing a frontal head restraint (FHR), better known as a HANS device (Head and Neck Support), well finally it's time and we lesser racers all have to wear one too. As from January 1st this year all RAC MSA competitors have to wear an FHR. This of course means the helmet also has to be certified as it has to accept the fixings, known as 'posts'. There is currently a very strict system that certifies all helmets for circuit racing, which means they have a shelf life, and after a set amount of time need to be replaced. Handily my helmet needs replacing, so the FHR regulations have come at a good time – but what a minefield, you can pay anything from £140 to well over £4K, but where do you stop?

We run on a tight budget, so we were certainly looking at the lower end of the market and there's no better place than the Autosport show where all the big names can be tried at the same time.

Seeing as we were being FHR conscious, we thought the lighter the helmet the better, so down the carbon road we went!

There are a handful of manufacturers

whose products met our requirements, but we really fell in love with this Koden KSHC25 weighing in at 1.35kgs.

Obviously it comes with HANS posts, and a visor, but it also comes with a shaded peak, which is better for us seeing as we are in a saloon car, rather than an open top car.



The internal trim seems to be a lot neater and nicer than the competition, and the helmet carries all the necessary certifications too, and at the price, we just had to have one!

Next month we talk you through the complex world of FHR devices...

### THIS MONTH

#### PARTS

Koden KSHC25 Helmet.....£375.00

Total .....£375.00

#### Contacts

##### Koden

[www.koden.co.uk](http://www.koden.co.uk) - 01792 224 430

##### David Stallard Photography

[www.davidstallardphotography.com](http://www.davidstallardphotography.com)

##### FC Team 309

[www.309thundersaloon.com](http://www.309thundersaloon.com)

##### CSCC

[www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)



# READERS' RIDES

Picture credit: Henry Powell Photographer



## BRADLEY SMART'S LEXUS IS 250

**FC says.** You don't see many modified IS250s and on this evidence we wish we did. Bradley has done an amazing job of transforming this executive bruiser into a show winner. The 3IS front end conversion is awesome as are the Corbeau RRS seats that have been retro-fitted to be electric and heated through the original switches. It sounds just as good as it looks too with an Infinity straight through exhaust. We reckon with a set of 3-piece rims tucked under the bagged arches and Bradley will have his hands on a full-blown feature car!



### TECHSPEC LEXUS IS 250

#### TOP MODS:

2015 3IS front bumper, D2 bags and Air Lift management, Sat on 3SDM 0.01s, Corbeau RRS seats, Infinity cat back exhaust system.



Picture credit: Dan Rose Photography





## ADAM MCCARTNEY'S SEAT LEON

**FC says:** We're seeing more and more Leons being built in the UK and for good reason. The Leon is a great base for modifying as Adam has proved with this little beauty. It's been lowered over a set of uber cool rims in the form of Mercedes Turbines that Adam rescued from a scrapped Transporter. Then there's the Boso-influenced rear pipes, Adam says he wanted to be different and they're certainly that. Nice work Sir!



### TECHSPEC

#### SEAT LEON

##### TOP MODS:

FK Coilovers, Merc Turbine 8.5x18-inch rims, straight through exhaust system with Boso-zoku-style rear pipes.



## MATTHEW JONES' SEAT IBIZA TSI

**FC says:** To say Matthew is smitten with his Aero Edition Mk5 Ibiza is an understatement and we can see why. He's concentrated on some really nice subtle styling touches as he wanted to enhance the car's lines instead of altering them with extensive bodywork. As you'd expect he's got more mods planned for this year and is even considering going all out with hydraulics, but we'd recommend an air set-up instead. Keep up the good work Matt!



### TECHSPEC

#### SEAT Ibiza TSi

##### TOP MODS:

Anthraccite grey Bocanegra alloys, full SEAT Aero Kit, KW ST X Coilovers, shortened drop links, K&N panel filter, de-wipered rear, rear tints, gloss black wrapped roof and front grille, Leon 1M splitter.



# READERS' RIDES



## KARL COCCA'S BMW 318i

**FC says:** The price of decent E30s keeps on rising so we'd recommend that Karl holds on to this beauty that he's fully restored. The engine has also been rebuilt and sorted with a decent dose of tuning for good measure. The dangly bits underneath have also seen some attention, including a 325i rear disc conversion and a set of coil-overs.



### TECHSPEC BMW 318i

#### TOP MODS:

Fully rebuilt engine with ported, skimmed and polished head, Piper fast road cams, coilovers with adjustable camber mounts, BMW E36 M3 steering rack, MOMO deep dish steering wheel, Dare RS alloy wheels, BMW 325i rear disc conversion, stripped out interior, resprayed white.



## NICHOLAS HESLOP'S AUDI S4

**FC says:** To say Nicholas has had his ups and downs with the ownership of this B5 2.7 bi turbo S4 is an understatement! On the very first day of ownership he bust the gearbox and 3-months later he'd done another one! It's now boasting a strengthened unit that has been matched to a paddle clutch. The trouble didn't stop there though as over the past 18-months it's only been on the road for four of

them. Still Nicholas hasn't given up and is planning on fitting new turbos to help raise power to around 450bhp. He's openly admitted to being a wheel whore with the car boasting six sets of wheels in the last year, including a number of tasty options like Volk Ray splits and Bentley GTs! We hope you have more luck in the future fella, as you've turned this into one capable car!



### TECHSPEC Audi S4

#### TOP MODS:

Rebuilt gearbox with Loba paddle clutch, K03 turbos with a Revo remap, BC BR coilovers, RS4 brakes, S4 black leather interior with Alcantara details, 3-inch catback exhaust, FMIC, induction kit, Quantum S44 S1's alloys.

## SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk) and we'll do the rest.



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# WEDGED

**LUKE GILBERT'S UNIQUE TAKE ON ONE OF LOTUS'S FORGOTTEN '70S GEMS HAS THE POWER TO MAKE PASSERS BY STOP IN THEIR TRACKS, DROP EVERYTHING THEY'RE DOING AND SIMPLY STARE IN ASTONISHMENT.**



**T**he '70s were defined by certain key stylistic trends, and while most of them (flares and perms) have dated horribly, some have more than stood the test of time. A great example of this is the wedge, an automotive styling trend that looked utterly out of this world when it first broke in the early part of the decade. Countless manufacturers jumped on the wedge-shaped bandwagon and the shape came to dominate car design for a good few years, though you could make a strong case for the British being its most passionate devotees. Lotus was particularly enamored with the shape and opted to base its whole model range round it, giving us the Esprit, the Eclat and the car you see here, the Elite. The Elite is an arresting looking car, that 'shooting brake' rear end still having the power to make people stop in their tracks and simply gawp, but this one? Well this one really is something very special indeed. Built by long time Lotus fan Luke Gilbert, this particular Elite looks better than any other and it's all down to the modifications applied by its owner, that and a carefully photoshopped image that provided Luke with the





inspiration needed to take the plunge in the first place.

"I'd owned an Esprit before this and a lifetime spent obsessing about car and hot rod culture meant that I knew right away that I wanted to play around with it, but the Esprit was just too clean, plus it was about the same time as Dean Chad's example broke cover and I didn't want to simply copy him," Luke recalls. "In the end I found this Elite advertised online and it looked and sounded to be a decent car, if a little tired in places."

The only downside was that the Lotus was many, many miles away from Luke, so far in fact that the only logical way to go and give it a once over was by doing so en route to somewhere else, specifically the return leg of a trip to Italy. So it was that Luke found himself poring over an example of Colin Chapman's finest at 1am by torchlight, hardly an ideal scenario we're sure you'll agree!

"I already had an idea from the seller's description that it was potentially a good car, if a little tired looking," explains Luke. "It turned out to be even better, with an arrow straight body, recent chassis change and a healthy sounding engine. Needless to say, the deal was done there and then."

The next few months saw the tired looking Lotus pulled apart and a comprehensive restoration process begun, Luke calling on the mechanical skills of his friend Charlie Croker to help him get started. Though far from an immaculate example the signs were that it was a decent, solid prospect, and this was confirmed when

Charlie and Luke took it apart. In fact the only mechanical issue of any significance was a failed clutch, other than that it was simply a case of restoration, renovation and cleaning, lots and lots of cleaning. The interior was in an especially bad state thanks to its time spent outside and a previous owner's lackluster attempts at reupholstering it, the latter having left the Elite with a hideous colour combination and poorly fitting trim.

"I spent the next eight months trawling the internet for Elite interior bits until one day, bam! I hit the jackpot - an unrestored and original interior in perfect condition...needless to say it was on my drive the very next day," chuckles Luke. "I could literally fill this magazine with all the little jobs I have completed on the car; hand crafted headliner, rails and pillars, a custom fit carpet set and endless other details, all handcrafted as I went along."

There's no getting away from the fact that this car's signature feature is its air suspension and accompanying ground-scrubbing stance. It sharpens the look of an already pretty car and makes it look far more dramatic, but that doesn't mean getting it to this stage was in any way simple, not by a long chalk.

"Sorting the suspension involved three months of head scratching and grazed knuckles, and I lost track of how many times I crunched my head on the wheel arches! Coilovers and lowering springs were both considered at first but it soon became clear that the only way for me to stay true to my original photoshop





“Sorting the suspension involved three months of head scratching and grazed knuckles”

## LUKE GILBERT

*Hi Luke, what was the inspiration behind your Elite and did you always intend for it to turn out like it has?*

I was hugely into hot rods and hot rod culture growing up and that certainly had an impact on how the Lotus turned out, it even led to it being christened 'The Red Panther.' A Photoshop provided the rest and gave me something to work towards so yeah, I always wanted it to end up as it has.

*What kind of reaction does the car get when you drive it?*

The reaction to the car has been simply overwhelming! I get people shouting at me in the street 'nice car', a lot of people have never even seen one let alone one on air. A fair few think it's a Ferrari at first glance, and I even had some teenagers run over to it to get a better look and they started an impromptu round of applause as I drove by!



*It's all about the crazy angles*



“I stood back, and pow, there it was!  
Bloody hell it looked good”



was to install airbags, so that's the route I went down.”

No doubt getting the Universal Sport air bags to function in the correct manner also caused its fair share of headaches, but the air suspension did result in one of Luke's favourite moments, one that gave him a massive mojo boost and made all the hard work more than worthwhile; “It was the first time I pulled it out of the garage in ‘maximum slam’ mode,” he explains. “After months of blood, sweat and tears, working out of a dingy old garage so small that space was measured on the nano scale and where tools seemed to jump in and out of a parallel universe, I stood back, and pow, there it was! Bloody hell it looked good, and that was the moment that I knew I was onto something special.”

Other areas of the Lotus needed less work to get right thanks to its fairly decent mechanical condition, with the engine being a case in point. The twin cam ‘slant four’ developed by Lotus for the Elite would eventually see service in all manner of cars (including the range topping Esprit) thanks to its light weight and decent performance, with a handy 160bhp on offer thanks to deep-breathing Dell’orto DHLA 45 carbs and free-flowing manifold. Granted that might not sound a lot now compared to today's hot hatches that make well over 250bhp, but its modest grunt is delivered in a wonderfully smooth manner and accompanied by the kind of noise that only an old school engine fed by equally old school carbs can deliver.

The reborn Elite broke cover at the start of last year and, perhaps predictably, was an immediate hit. Sections of the ever popular Retro Rides forum went into meltdown, positive comments flowed and Luke and the car made the 2015 show circuit their own. The combination of ‘70s Lotus styling, an amazing drop in ride height (plus the Rota alloys tucked under each arch), perfected paint and reborn interior has yet to date, with

Luke's months of hard work having been rewarded many times over by countless well wishers and fans. As for Luke's plans for the car moving forward, well who better than the man himself to explain things; “I want a V8 of some kind, ideally a 4.2 Maserati if I can find out how on earth to make it fit,” he explains. “It may well be that it's just too damn big to fit in the wedge's engine bay in which case I'll consider slightly smaller options from Italy or, in a worst case scenario, something American.”

A ‘70s Lotus wedge powered by a whacking great Italian V8? Now that sounds like quite something, wouldn't you agree? **FM**





## TECH SPEC: LOTUS ELITE

*Dashboard is achingly '70s and utterly cool*



### TUNING:

Rebuilt Lotus 'slant four' DOHC with Dell'orto DHLA twin 45 carbs on short manifold, Lotus exhaust manifold and system, five-speed Lotus gearbox with overdrive, Lotus propshaft and differential.

### CHASSIS:

Universal Sport airbags and adjustable Spax dampers (front) and Monroe air rams and dampers (rear), rebuilt OEM discs and caliper arrangement (front) and drum and shoe arrangement (rear), 7x15in (front) and 8x15in (rear) Rota BM8 alloys with custom white walled tyres all round.

### EXTERIOR:

OEM, semi-de badged and smoothed rear hatch, brushed aluminium bright work, mopped and polished paint, vacuum to electric MX-5 headlight motor conversion.

### INTERIOR:

OEM 'Giugiaro' original, every dial, switch, knob, radio and tombstone headrest seats with hand finished soft canvas headliner, rails and pillars, handcrafted custom fit carpets, completely hidden Bluetooth headunit with VIBE surround sound, 4in front and 6in rear speakers.

*Home-brewed air set up gives a ridiculously low stance*





# ARSE END

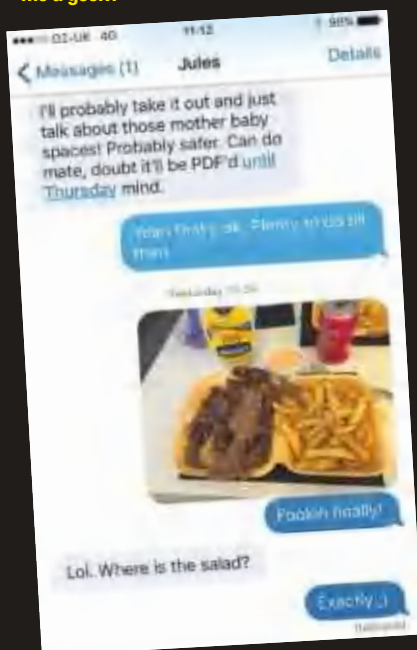
## Quotes of the Month



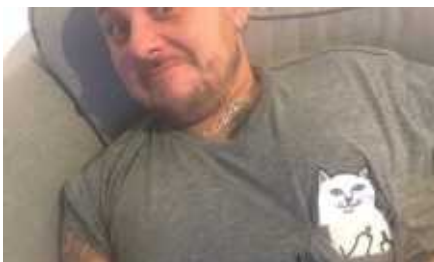
Midge: "You like my mask?"  
Jules: "What mask?"  
Midge: "Dick."



Initial G: "Have you seen Star Wars yet mate?"  
Midge: "Yeah man, I was having nerdgasms all over the shop!"  
Initial G: "Do you wanna see the Star Trek TV remote Phaser I got for Xmas?"  
Midge: "Steady on Spock, are you trying to call me a geek?"

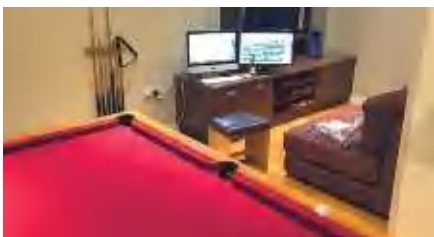


**Text of the Month**  
Old habits die hard eh Midge?



### BLOODY JUVENILE

"Have you got anything for Arse end this month, Midge?" we asked. "I've got a little pussy with two fingers up." Such a child, he really is.



### WORKAHOLIC

He may be the self-proclaimed 'hardest working bloke in media' but we still weren't expecting Jules to be packing this amount of hardware on his annual family holiday to Center Parcs. Surely shouting "get your fucking work in" down the phone at every other bugger like usual would have sufficed. Clearly an Editor's job is never done, or so he reckons.



### SPOILER ALERT

Is it me or has the whole world gone Star Wars bonkers lately? Yeah, The Force Awakens is a great film but, come on, even our Initial G insists on being called TK-1784-G nowadays. That said, he must be old enough to remember the original Storm Troopers, not the white ones in 1977, but the brown ones in 1921. At least he didn't get those two mixed up.



### ADDICT

It's good to see that Midge's usual New Year's Resolution (the one he says every time about giving up the fags and Red Bull) lasted a lot longer than it did in 2015. This time he actually held out for ages, right up until he had to go to a planning meeting with Jules on the 2nd of January. Ah well, there's always next year, mate.



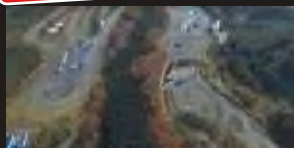
### EXTREME BIKING

We've said it time and time again - cycling is not only a pursuit of road tax dodging bastards, but it's bloody dangerous. Luckily, no one was hurt during the making of this pic but they definitely had a lucky escape - if their car hadn't blown up, then they'd have actually had to go and do some exercise! Bugger that.



## TOP 5 VIDEOS

CHECK OUT MORE ON [WWW.FASTCAR.CO.UK](http://WWW.FASTCAR.CO.UK)



#### EBISU CIRCUIT

We don't see many professional promo videos here at FC but we have to say this is one of the best. You can certainly see why Japan's Ebisu is absolute drift heaven. Awesome.  
<http://www.fastcar.co.uk/2015/12/29/ebisu-circuit-drift-heaven/>



#### SPAR WARS

The GT-R GT3 Awakens. A long time a go, at a racetrack far far away... you can pretty much guess the rest, like.  
<http://www.fastcar.co.uk/2015/12/24/spa-wars-the-gt-r-awakens/>



#### DAIKOKU POV

It's hard to believe they do it exactly like this every night in the famous Japanese motorway rest area. Time to get to Heathrow and book a ticket me thinks.  
<http://www.fastcar.co.uk/2015/12/18/daikoku-futo-parking-area-walk-through/>





## ANOTHER PAY RISE JULES?

It looks like Julian's new holiday home is a bit on the flash side eh? Described as 'magical' by the estate agent, apparently this one is just a steam train ride from Kings Cross... although we're kinda feeling sorry for the wall between platforms 9 and 10.

Next month no doubt he'll be swapping his dog for some magic beans, the big goof.



## PROPER BO

Anyone (apart from *Initial G - Jules*) old enough to remember Bo Selecta? We'd almost forgotten about it until we saw Craig David back in the charts this month and then this undeniably spot-on impression. Now that's just spooky - oooh me grapes!



## LIVING LARGE

When Jules said he was having a tasty 3-bird roast on the weekend, this isn't quite what we had in mind. We actually got quite excited for the big fella, until we found out it was with his mum and sister. Thank God he sent us a pic to clear that one up. Aaaaaawkward.



### JET TRUCK

What can be better than an old skool Yank drag truck? One with a jet engine up its jacksie, of course! You wouldn't wanna tailgate this one, that's for sure. <http://www.fastcar.co.uk/2015/12/18/jet-powered-truck/>

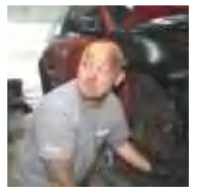


### DAMN6 MEET

The Belgians certainly know a thing or two about dialling in their stance so here's the Dark Angels Meeting Number 6 showing exactly how it's done. <http://www.fastcar.co.uk/2015/12/16/damn6-meet/>

## Midge's DIY TIPS

Hacks, tips and all round useful bits!



### The Lynx Effect

It doesn't matter if you're 16 or 35, surely the old Xmas Lynx gift set is a British staple right? Well, what you may not know is that the shower gel makes a pretty amazing leather cleaner too, especially for light-coloured seats and trim. Just squirt it on, work up a nice lather, wipe away all the grime and angels will no doubt fall – just like the advert says.

Which one of their range you choose is up to you but personally, as I'm a bit old skool, I prefer the heavenly whiff of Lynx Africa to all these new-fangled Black and Temptation editions. That's probably because it's been around since I was at school and luckily it doesn't actually smell like a back alley in Johannesburg, instead it fills your car with the aroma of your 16-year old self going out on the pull. Ahhh to be young again!

## BLAST FROM THE PAST - 1995

In this issue  
21-years ago...

- Cossie-powered Golf Cab hits the cover... that's a lot of work for 220bhp, eh?
- Escort RS Turbos Ruled the streets and we feature 2 of the best. The red one clocked 156mph too, that's rapid for a classic Ford!
- We find a Pug 205 that likes nothing better than eating 911s.
- A tuned Lada Samara gets its first feature in FC... and its last.
- Three spokes were the ultimate in cool in 1995 and this super-quick GTi-R proves it.
- Apparently building engines was a 10-minute job back then.





**Next Month In Fast Car\* we look at...**



# ...The Future of Modifying!

## GUIDES ON THE NEXT GENERATION OF:

**Stance  
Tuning  
Audio**

## FEATURE HYBRIDS:

**Honda CRZ  
Toyota Prius  
Tesla Roadster**

## FEATURE CARS:

**Liberty Walk GT-R  
Lush Audi A4  
BM 1 Series Racers  
Gorgeous Golf Wagon  
Mellow Yellow Corsa D**

## SHOWS:

**Tokyo Auto Salon**  
We hit TAS for a massive slab of Japanese car culture

## PLUS:

Product tests, Fast Projects, news and loads more too

\*Subject to change, because we haven't found a modified Tesla Roadster yet!



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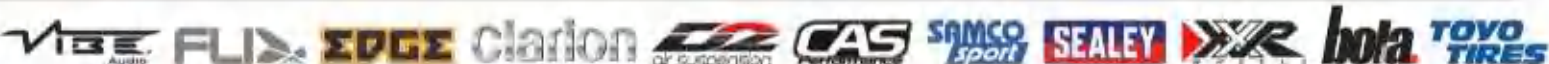
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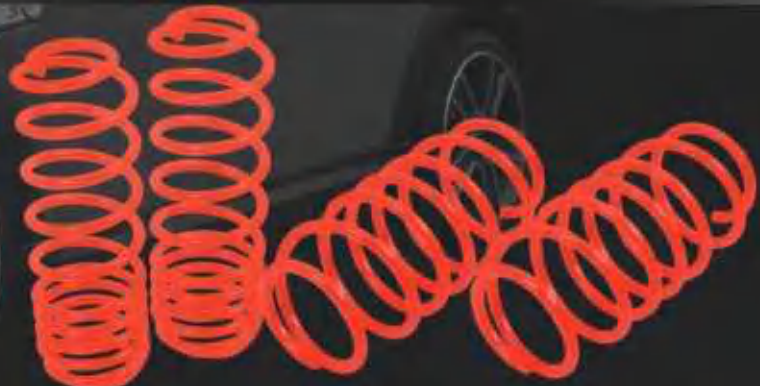
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